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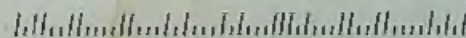


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On the Cover: Superformance's Cobra replica isn't really a kit—it comes virtually complete, ready for the installation of the engine and transmission, usually in less than a day. To see how, turn to p. 68. Photo by Steve Temple. As for that new \$2800 exotic, check out p. 74 for info on the McLela, shot by David Fetherston. The Lambo look-alike from Exotic Illusions appears in a roundup of budget rebodies on p. 12.

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KIT CAR

THE SPECIALTY CAR MAGAZINE

January 1996 • Volume 15, Number 1

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UP FRONT

hat's the most common reader query I get. It's a good question, because there are a whole lot of kits to choose from (note the buyers' guide in this issue) and you want to make sure you're spending your money on something worthwhile. Nobody needs a big headache—your project should go smoothly and look good when you're done. How do I respond to this sort of inquiry? I don't endorse any single company or product, largely because everyone's needs and budgets are different. If someone asks about specific companies, I relate my direct experiences with them—such as whether or not I've seen completed cars and how I've heard customers have been treated. This may sound a bit simplistic, but it says a lot.

As I've noted before in this column, how likely is a company to deliver a kit to a customer if it can't even show an assembled one to the leading magazine of the kit industry? Of course, just because a company has a demo car doesn't ensure your buying experience will be entirely rosy, because I have occasionally encountered a company with a completed vehicle that seems to be the only one ever done. So it's a good idea to talk directly with other customers and kit car clubs (see "Join the Club," May '95).

Cobras are the most frequently asked about type of kit, and in view of the large number of Cobra replicators out there, suggesting any particular one is difficult. What I usually do is mention the leading companies and try to characterize the differences in their approaches. One firm may emphasize accuracy, another affordability, a third ease of assembly and so on. Again, I base the following suggestions on those companies that have gone out of their way to consistently supply completed vehicles to the magazine for feature coverage. In no particular order, they are: Contemporary Classic, Antique & Collectible Autos, Era Replica Automobiles (ERA), Everett-Morrison, Specialty Motor Cars (SMC), Superformance, Integrity Coach Works, LA Exotics, Factory Five Racing, Hi-Tech Motorsports, Classic Roadsters, MidStates, Shell Valley, Johnex, West Coast and Unique Motorcars. This is not to say companies not on this list don't produce good Cobras. It's just that I have seen few if any Cobras from other companies in the five or so years I've been

editor of this magazine.

Exotic replicas (Ferrari, Lamborghini, Mercedes and the like) are also frequently asked about by readers, but making recommendations about them is a bit more difficult because of the diversity of the products. They range in type from simple and inexpensive rebodies to high-dollar, custom-fabricated reproductions. Again,

the rule of thumb is which ones have supplied us with completed cars for feature coverage. The following companies qualify: Imaginary Fiber Glass (I.F.G.), Indy Exotics, Auto Classics International (ACI), Jovi, Predator, Mac's Auto Body, Exotic Illusions, Euro-Works, Beck Development, D&B Enterprises, M&M Autobody, Ultima Sports America, Mirror Image, D&R and Automotive Affair.

Obviously, over the years I've featured completed kits of all kinds and from a number of other companies, but I can't list them all in this brief column. The point is, if you haven't seen a feature on a company's products in this magazine, or there isn't one in the works, it's usually not due to lack of effort on my part.

Cobra replica manufacturer Contemporary Classic (914/381-5678) of Mamaroneck, New York, has agreed to merge with Group Five Works (602/397-9009) of Phoenix, Arizona. The merger will entail a cash-and-stock purchase price of \$1,875,000, and Contemporary will become a wholly-owned subsidiary of Group Five Works. Contemporary President Peter Bayer will continue to operate the 17-year-old company for at least the next five years. In addition to his line of Cobra replicas, he will be responsible for manufacturing a new limited-production, Ford V8-powered street rod designed to compete with the Chrysler Prowler.

In other news, after 14 years of manufacturing Cobra kits and more recently street rod replicas, Bryan Anderson of LA Exotics (714/523-8464) has sold his company to Chun Tam, an executive from GM and Lear Seating. According to Anderson, Tam has an extensive background in manufacturing, plant assembly and computer systems and has a number of plans for expansion.



KIT CAR

THE SPECIALTY CAR MAGAZINE

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PORSCHE PURSUIT

As an avid car enthusiast I have long enjoyed reading your magazine. Your numerous kit reviews as well as your instructions on various aspects of car building have been helpful in my projects. I was hoping you could help me with my next project. In your September '95 Show-Off section, Doug Clark sent in a picture of his '66 912 Porsche replica from a company called Better Bodies. Could you supply its address?

Keith Marzalen
Jacksonville, FL

We ran into Doug Clark at the Kit Car Corral in Commerce, Georgia (see "Riders on the Storm" in this issue), and we will be featuring his kit in an upcoming issue. In the meantime, write to Better Bodies, Dept. KCO1, 111 Olive Dr., San Ysidro, CA 92173, 619/690-5081.

KELLISON QUERY



I have always been impressed with the style of the Kellison Astra J5, and I now own one. Could you provide me with any information on this car?

Stanley Robinson
Delton, MI

Rory Bateman of Native American Craftsman (916/348-8950), which produces a Cobra-style rebod for Datsun Z-cars, worked with Kellison for a time and may be able to supply a few details. Also, see our feature "Once and Future Kits" (November '94) for a bit of history. And starting with our next issue, we will be doing a series of articles on historically significant kits.

CLASSIC COMPLAINTS

I would like to tell you that you guys are doing an excellent job and have managed to keep me interested for about three years now. I don't own a kit car yet, but I hope to as soon as I find somebody who'll finance me. Anyway, the purpose of this letter is twofold. First, I'd like to ask why you still run ads for the "largest

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advertiser in the business" knowing that this company (no names right?) has a history of unethical sales techniques, fraud and so on. I know that the fact that you run a company's ad doesn't mean you support it, but it sure looks like it.

Second, a while ago Midtec came out with a very good-looking car called the Midtec Spyder. I haven't heard any more about it, and I'd like to know if you guys have any further information. By the way, for those of us who can't afford \$40,000 kits, it sure is nice to read those features dedicated to less-expensive cars. Again, thanks a lot, and keep up the good work.

Hugo E. Corona
Irvine, CA

We'll surmise that the company you're referring to is Classic Motor Carriages (CMC). Yes, CMC has been investigated by the Florida Attorney General more than once for fraud and unethical sales practices, and as a result of actions taken to resolve consumer complaints a new corporate entity has emerged called Classic Auto Replicas (CARs). As you acknowledged, advertising by a given company does not constitute the magazine's "support" of that company—it must pay for the space. Note that we intentionally omitted CARs' products from our "Buyer's Guide to 90+ Top Kits" (September '95) and the buyers' guide in this issue as well. In the limited amount of editorial coverage we have done on CMC over the last few years, we have pointed out both flaws in the products and problems with back-ordered parts (note "Phantom Phord," July '94). Those readers having difficulty completing their CMC/Fibertab kits should be aware of the Classic Car Owners Association (702/254-8815), an organization devoted to helping CMC customers with their projects. As for the Midtec, we haven't seen any appear stateside as of this writing. The new McLela featured in this issue is a more affordable alternative, and our next issue will be devoted to more low-buck buildups.

MANX MYSTERY

I am extremely interested in the Manx S made by Manx Motors. I am hoping to find a kit or a turn-key car. The last address was in Maryland, and I'd like to have the current address and phone number of Manx Motors.

Bill Schwing
Bethpage, NY

We'd like to know what happened to Manx Motors as well. Perhaps someone in readerland can help. We do know that Fiber Jet (916/783-3198) has two Bruce Meyers originals that Manx Motors imitated.

MORE ANTI-COBRA VENTURE



I just had to drop you a line and give you my feedback on the September '95 issue. The boat and submarine story was good. It didn't have much to do with kit cars, but it was good reading and somehow a refreshing change of pace from yet another muddy Cobra story. However, your self-serving reply to Michael Letsom's letter "Enough Already!" was ludicrous. Do you really have yourselves convinced that most folks prefer to buy Cobra replicas? Do your homework, guys. Here in O-town once in a while a Cobra or two will show up at the cruise spots. If somebody tries to shoot the breeze with the Cobra guys they are always nose-up snobs who don't want to talk to anybody. They just want to show off their highly overrated, fair-weather-only, super-copy cars. So, should I and all the other buyers of your magazine who have little or zero interest in the ego-pump of the rich and shameless stop buying your mag? Enclosed is a picture of my Avenger, powered by a V6 Buick. I also have a Sterling and a '66 Grand Sport Corvette.

Paul Vaine
Orlando, FL

Gee, Paul, maybe if you bought a Cobra then those "nose-up snobs" might talk to you at the cruise spots. Seriously, we've found most Cobra owners to be friendly, down-to-earth folks. And the reply to Letsom's letter was not self-serving. Cobra replicas are by far the most frequently asked-about kit, so we are really trying to serve the needs of the readership. Besides, when we don't have coverage on the latest Cobra kits, we get complaints from all those readers who happen to like them.

Letters in Kit Car reflect the opinions of the writers and do not imply the endorsement of this magazine. All letters should be addressed to Mailbox, Kit Car, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. Letters should include the writer's name, address and telephone number. We reserve the right to edit letters for clarity, brevity or other editorial purposes. Due to the volume of mail received, we cannot answer letters privately.

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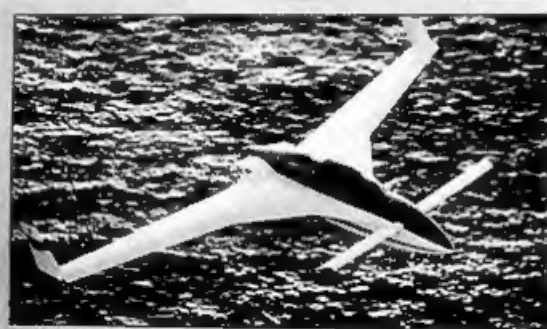
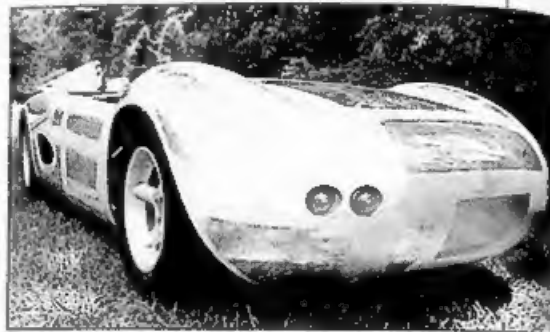
SPECIALTY SCENE



NEWSTALGIA

Although not a replica of any specific vehicle, the Aquila from Jim Harrell of Nostalgia Motorcars, which also restores British cars, certainly evokes the feel of late-'50s sports racers from Ferrari, Lister, Austin-Healey, Maserati and Aston Martin. Just as most of these legendary vehicles were handmade, so too is the Aquila's aluminum body and custom tubular chassis. The under-

pinnings in front are A-arms with coil-overs, and at the rear is a Ford 9-inch in a four-link setup with a Panhard rod and coil-overs. The engine is a fuel-injected 265ci Chevy L99 that produces 195 hp. Harrell also plans to have a period treatment in the cockpit amenities to enhance the vintage feel of the car. The Aquila will be sold in turn-key form only, with an estimated price in the \$60,000 range. Nostalgia Motorcars, Dept. KC01, 3900 Homestead Rd., Rock Hill, SC 29732, 803/324-2277.



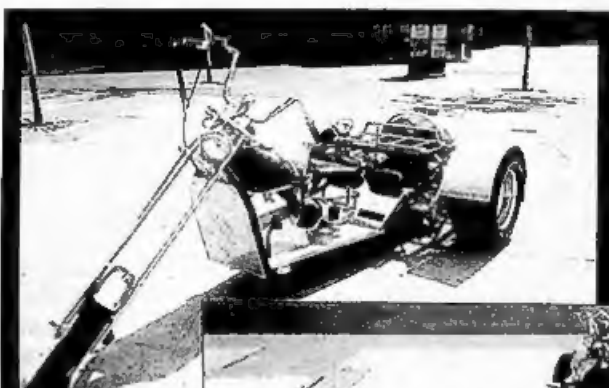
AERO KIT

Looking for a kit that really flies? With a basic cost of \$29,500, the Berkut kit is comparable in price to many Cobra replicas, yet it has a claimed top speed of 300 knots, far faster than any kit car we've ever tested. The downside is the Berkut takes a bit longer to assemble, at least 1500 hours according to the manufacturer, or 2 to 3 years building part time. Also, not included are the propeller, prop extension, avionics, upholstery, paint and engine (the company recommends aircraft engines only—no automotive—specifically the parallel-valve Lycoming IO-360 rated at 180 hp). Still, it's one beautiful bird that's garnered a number of First Place wins at air races. Experimental Aviation, Inc., Dept. KC01, 3025 Airport Ave., Santa Monica, CA 90405, 310/391-1943.

SHELBY'S NEW COBRA

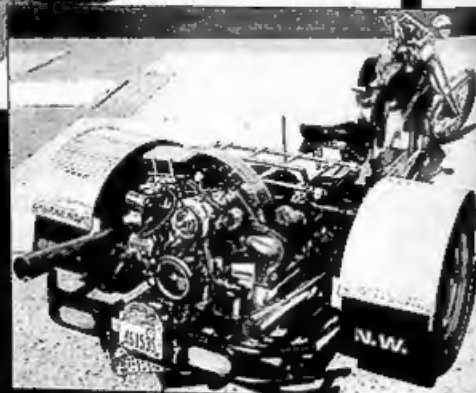
Shelby American informs us that its fiberglass-body Cobra is nearing completion and has a projected price of \$40,000. The chassis will be newly manufactured to original specs at the Southern Desert Correctional Facility, a program initiated by Imperial Palace Auto Collection for 100-point restorations. The same inmates who worked on such rare vehicles as Duesenbergs will be constructing Cobras as well. Shelby American, Inc., Dept. KC01, 501 S. Rancho Dr., Ste. H-53, Las Vegas, NV 89106, 702/598-3702.

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VW TRIKE

Some kids never grow up. They can't give up their water pistols, cowboy stuff or even their tricycles. We can relate—one of our staff had a really neat red-and-blue job with plastic streamers on the handlebars. Of course, most of us have lost interest in pedal power, so why not stretch the forks a bit and bolt a four-banger on the rear end? That's more or less what the Brothers Northwest (206/473-0447) did with the company's new trike kit. Priced at a dirt-cheap \$2250 (or \$1000 more for the V6 model), the package consists of a 1/4-inch tubular steel frame drilled and tapped for assembly, aluminum floor plating, a clutch and brake assembly with pedals (not the leg-powered kind, of course), gas tank mounts, seat mounts and a gearshift unit. Note that a number of options are required to get the trike rolling, such as the engine, tranny, tank, dash, suspension, wiring harness and the like. Turn-key vehicles cost a minimum of \$9995.



TRUCKIN' KITS

First spotted in prototype form at the Knott's show last spring with a provocative sculpture in the bed, Roadrunner's fat-fendered smoothie truck conversion, or Fred for short, is now complete. Inspired by the '54 Chevy pickup, this body conversion (right) is designed to fit on any '65-'96 Chevy 1/2-ton. Priced at \$7995, the three-part kit consists of a rear bed section molded with the fenders, a cab section with a molded interior and doors already hung, and a forward-tilting nose piece with integral fenders. Lights and window glass are included as well.

Also just introduced by Roadrunner



(619/251-1977) is the Ballistic (left), a body conversion designed by Ernie Skoog for late-model Chevy pickups. Fiberglass components include fenders and headlight pods patterned after a '39 Cadillac LaSalle and a modified grille from a Farmall tractor. The hood and running boards are custom-fabricated, and the bumper is from an '86 Ford F-150. Roadrunner plans to fine-tune Skoog's design somewhat. The company will be offering kits for \$7995 and turn-key vehicles starting at \$46,000, using a '95 Chevy Silverado as a foundation. Other projects in the works at Roadrunner: a chopped-top sedan delivery version of Fred, a custom sports car with '78-'86 Jaguar XJS mechanicals, and a modified GT40 body that fits on a VW Beetle floorpan or a custom tubular frame.

KOPPERHED STRIKES

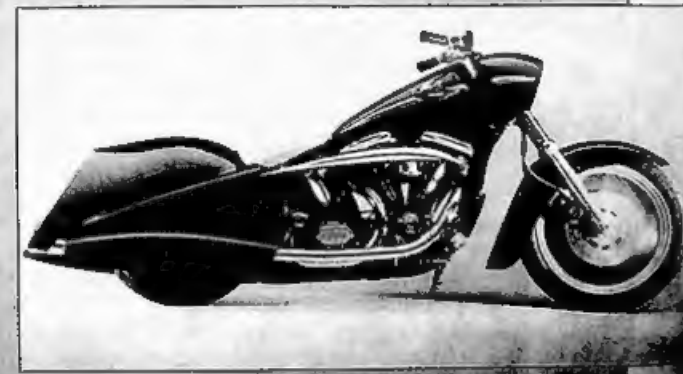
Billy F. Gibbons of ZZ Top unveiled his new hot rod KOPPERHED to mark the opening of "The Rods and Customs of Billy F. Gibbons," an eight-month exhibition in the Hollywood Gallery at the Petersen Automotive Museum. The exhibit also includes the ZZilla package, which features ELIMINATOR, CadZZilla and HogZZilla. Built by the Pete Chapouris Group, KOPPERHED is a lowered and chopped '50 Ford three-window coupe that pays homage to the customizing styles of the '50s and '60s. Gibbons' unique collection joins more than 200 rare and classic cars, trucks and motorcycles on display at the Petersen Automotive Museum, located at 6060 Wilshire Boulevard in Los Angeles, California. For more information, call 213/930-CARS.



Billy F. Gibbons and KOPPERHED



CadZZilla

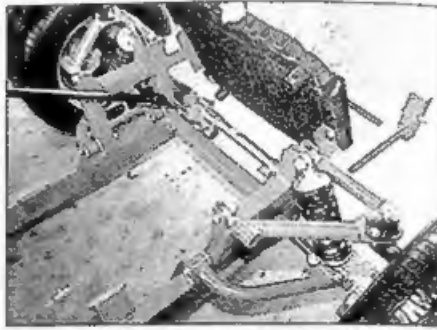
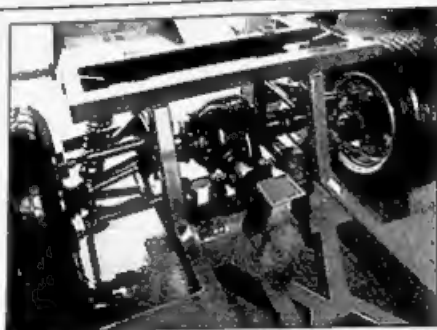


HogZZilla

SPECIALTY SCENE

T-BIRD IRS COBRA

To reproduce the handling and feel of the original Cobra, an independent rear end is essential. To that end, many replicas use either a Jaguar or Corvette IRS, but we are beginning to see more and more modified, late-model Ford Thunderbird units. Specialty Motor Cars (SMC) uses one on its semimonocoque IRS competition chassis ("Hard Science," July '95), and now the company has introduced a lower-cost model (\$18,950) with a similar rearend hung from a tubular ladder frame. Designed by engineer Richard Hudgins, the chassis features custom-fabricated tubular A-arms with high-camber-gain geometry and coil-over shocks. The front uses Ford Crown Victoria spindles and brakes, and the rearend retains



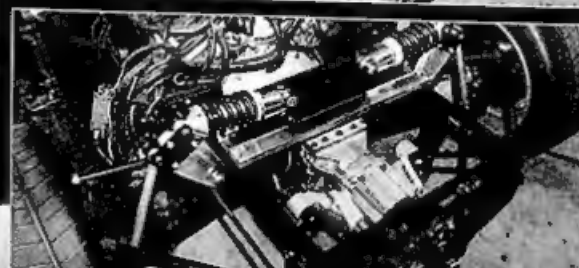
the standard T-bird unit's 8.8-inch center section, CV joints, uprights and 10-inch vented brakes. Hudgins says the camber curves, roll axis and spring rates differ from those on the competition chassis and are matched to the torsional rigidity of this ladder frame to optimize tire contact patch dynamics. SMC, Dept. KC01, 4656 Bridgewater, Fayetteville, AR 72703, 501/443-7072.

EVANS SERIES II LM

Readers may recall the Evans Series I ("Turn-Key Exotica," November '93), essentially a street-legal race car. Well, John Evans of Evans Automobiles (404/292-5739) is at it again with his new Evans Series II



LM. The "LM" refers to the LeMans GT1 class that the car is designed to run in, which requires compliance with both DOT and EPA laws. Competition includes the likes of the McLaren F-1, Ferrari F40 and Jaguar XJ220. Evans' car features an epoxy-and-carbon fiber monocoque chassis with an Indy-style pushrod suspension damped by computer-controlled, inboard-mounted Carrera coil-overs. The engine will probably be a smog-legal 430-450ci Chevy or Donovan small-block with Brodix splayed-valve heads. A ZF transaxle will be used for the street car, but the unit for racing has yet to be finalized. The estimated top speed is 203 mph at 6000 rpm, and the approximate price for a turn-key street version is, gulp, \$250,000. KC



ALL-WEATHER COBRA

Cobras and practicality are rarely if ever mentioned in the same sentence, but Bud Brusseau of J&B Snakes is out to change all that. He's reintroducing the Cobra Warrior from the late '70s and early '80s but with a number of changes. This restyled roadster features a fastback hardtop with rollup side glass, vent windows, a heater, a defroster and air conditioning for year-round-weather driver comfort. The modified Cobra body mounts on a box-tube steel frame with a Mustang II front end and a Ford 9-inch rearend. The kit price starts at \$13,500, and a tilt front end is optional. For those who prefer an original-style Cobra, a roadster version is available as well. J&B Snakes, Dept. KC01, 415 N. Franklin St., Christiansburg, VA 24073, 703/382-2754.

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& WHITE HOT

GETTING THE LOW DOWN



RAYCO 986 \$1445

The Latest and Greatest Deals on Bargain-Basement Rebodies

By Steve Temple & David Fetherston

PHOTOGRAPHY: STEVE TEMPLE & DAVID FETHERSTON

We're big on cheap thrills—you know, a hot dog for a quarter, \$1 video rentals, two-for-one beers at happy hour, those sorts of things. So when we come across kits that cost less than an arm and a leg, we drop the *Pennysaver* paper and take notice. Saving a few bucks is nothing new to the kit business. You don't think all those early VW-based kits were built on *new* Beetles, do you? Today, of course, we have a lot more low-buck kits for low-dollar donor cars. You'll be seeing plenty more on these cheap thrills in coming issues. So hammer open your piggy bank and get busy—these projects are not as expensive as you'd think.

IEX TURBO \$6995



LOLETTE \$1500



EUROSEX 1000 \$5500 (Body Kit)



GETTING THE LOW DOWN



LOLETTE
DUNE BUGGY

When Bruce Meyers first sawed up a VW Bug nearly 30 years ago to create a dune buggy, little did he know he would spark a worldwide revolution in recreational and off-road vehicles. To this day he continues to mess around with dune buggies, heading up the Manx Dune Buggy Club (619/749-6321). A lot of other companies have imitated and even directly copied his original design over the years, but the Lolette Buggy has shown several distinct improvements.

Starting with the VW's pan, suspension and powertrain, the Lolette is available in two basic models: standard-length and shortened (15 inches). The body kit for either version consists of five major components and is designed to bolt directly to a stock or shortened VW pan. The full-length model offers seating for four, while the shortened one has two sport seats.

Although it looks similar to the original Manx buggy, the Lolette features a 1 1/4-inch-diameter tubular-steel frame for the windshield for greater structural rigidity. A matching, 2-inch-diameter rollbar, powder-coated white to offset the body color, provides mounting for the three-point seatbelts. Other changes from the Manx include tubular-steel bumpers, decorative side strakes and an optional rear wing. The body panels

are handlaid fiberglass, color gelcoated in a choice of seven different hues. The optional, 16-inch, five-spoke alloy wheels enhance the Lolette's '90s style and also give the chassis bigger footprints.

Imported from South Africa by Tim Brown of The Buggy Company, the Lolette buggy sells for only \$1500 for the short version and \$1700 for the standard-wheelbase model. For turn-key vehicles, the standard-length model runs \$7900, while the shortened model costs \$1000 more. If you already have a VW pan, The Buggy Company will cut and splice it for \$395. Brown says the kit can go from Beetle to shortened buggy in seven days, while the stock-pan kit requires even less time to assemble and allows four full seats. The two-seater, however, is great for off-road use because it won't high-center as easily and hops over bumps better.

SOURCE
The Buggy Company
Dept. KC01
1251 Blumenfeld Dr.
Sacramento, CA 95810
916/722-8989

RAYCO 986



When Porsche rolled out the 914 in 1970, the car was considered imaginative-looking by some and downright weird by others. Whichever way the styling was viewed, everybody agreed that the combination of a VW-sourced four-banger with a Porsche chassis created an entry-level sports car with exceptional handling. As time has passed, the 914 has become both a Porsche lover's delight and a kit builder's dream. The features that

made it popular in the '70s are still valid, and with a plentiful supply of used 914s selling for less than \$3000 each, it makes more sense than ever as a base for a conversion kit.

Dan Sigler of Rayco in St. Louis, Missouri, has been fabricating Porsche-based restyling packages for many years, and his latest offering is this slant-nose 986 rebody that dramatically modernizes the lines of the squared-off 914. Priced at \$1445, the kit consists of 11 fiberglass components, six mounting brackets, 35 screws and a gallon of adhesive.

Sigler says the Rayco 986 is simple enough to install in your driveway in as little as 60 hours, even for those of limited mechanical ability. Add to that figure time for prepping and painting. The conversion requires some sheetmetal cutting at each corner of the car and then bonding the new body panels and fastening them with screws. They are designed for easy alignment, with large front and rear body sections to make positioning

much simpler. The stock hood and flip-up headlight assemblies remain in place, as do the doors, windshield, trunk lid and Targa top. The door handles also remain stock, eliminating the tedious job of converting the latches to suit a new body style. Many stock items are retained



for use on the kit, including the front turn signals, which are refitted deep inside the grille opening. The decorative air intakes for the front and rear brakes are designed to be fully functional with some additional cutting and fitting with grilles.

Options include two different rear wings, custom side mirrors, a taillight-lens package and an inside trunk release. The wheel openings are designed for 15-inchers with wide offsets, and a minimum tire size of 205 for the front and 225 for the rear is suggested, but larger ones can be fitted.

We've always had a fondness for the price and performance of the 914, and now Rayco's 986 overcomes any objections to the styling.

SOURCE
Rayco
Dept. KC01
1710 Delmar Blvd.
St. Louis, MO 63103
314/621-1321



EXOTIC ILLUSIONS EUROSEX 1000

To stretch or not to stretch, that is the question. If you're building a Countach replica on a Fiero frame, there's a 5-inch difference between the wheelbases of the authentic item and the donor vehicle. Some kit companies will extend the frame, a relatively simple process we'll be showing you in an upcoming issue, but if you'd rather save some time and money and leave it stock, Exotic Illusions has a Lambo rebody that fits right on the standard Fiero. And no, the completed car doesn't look stubby or as though it's been left in the dryer too long.

The secret? An optical illusion of sorts. The wheelwells on the rear quarter-panels have been moved forward a few inches, without changing the overall length of the body. The only giveaway to a trained eye is the reduced distance between the intake grilles on the sides, just behind the doors. This bit of plastic surgery is so well done, casual observers can't tell the difference. (If you'd rather have the body for a stretched chassis, that's available as well for a \$500 upcharge.)

Even without extending the frame, you still have to cut up and reinforce the Fiero chassis to install the kit. As shown in the accompanying photos, Exotic Illusions welds K-shaped members of box-tube steel on the rocker panels to restore the rigidity lost when the top is cut. (For practicality, the kit's roofline is crowned slightly to create more headroom, but again, this bit of plastic surgery is virtually unde-

tectable.) Additional tubing and steel plates support the dash and the front and rear body clips.

Exotic Illusions' Demetrios Koroneos (he doesn't mind if you call him "Jimmy the Greek") is especially proud about the execution of the cockpit, which on this particular vehicle features deep-red leather upholstery on the stock Fiero seats. His kit's interior package (\$1500) includes wired and mounted VDO gauges, plus nonupholstered fiberglass components for the dash, console and doors. The completed vehicle shown here is being offered for \$40,000, but we're interested in how to things on the cheap, and a basic body kit in white gelcoat starts at \$5500. This price includes an assembled rear wing and gelcoated inner liners for the front hood and two-piece rear deck. To complete the project, figure on about 300 hours of work and \$1000 for the glass, \$1500 for lights and \$1500 for assorted hardware items and chassis reinforcements. A deluxe kit that goes for \$15,000 includes all of the above plus wheels and tires. Look for a 25th Anniversary replica from this company later this year.

SOURCE
Exotic Illusions
Dept. KC01
R. 347 Main St.
Dickson City, PA 18519
717/383-1206

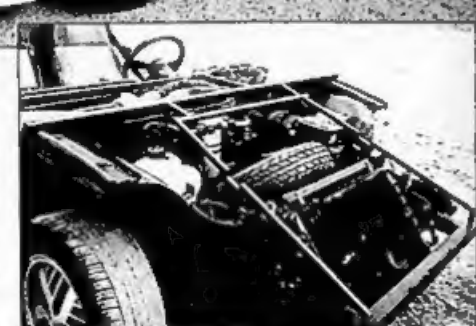


IEX TURBO

It never ceases to amaze us how many different body kits have been tried on the versatile Fiero chassis. Think of it as a chameleon or one of those transformer robots. Indy Exotics, known for its replicas of Countachs, Cobras and classics, has just jumped on the Fiero rebody bandwagon with its new IEX Turbo. Priced at

less than \$7000, this Porsche 930-style body kit fits on a stock Fiero chassis, with no structural or mechanical modifications required. It's designed to be so simple, you can even use the existing door latches. While the paint job on this particular demo is a bit overwrought for our tastes, we think this kit would look pretty sharp in Porsche Factory Silver or Red. Should the anemic Fiero powerplant seem underwrought, Indy Exotics offers a V8 swap (\$1995 for adapter, \$2000 for labor).

The basic IEX Turbo kit consists of 13 fiberglass pieces, along with hinges, emblems and Lexan quarter-windows. Items from this package can be pur-



chased separately, and a convertible version is available for a \$1000 upcharge. If you'd rather have Indy Exotics do the bodywork, the installation charge starts at \$10,000, and turn-key cars run a minimum of \$24,000 without paint. Interestingly enough, the company has also designed a 911 body package to fit on VW Beetle or Porsche donor cars as well. So if you don't have a Fiero that's going fallow, just dust off that old Bug or sandblast that rusty Porsche. **KC**

SOURCE
Indy Exotics
Dept. KC01
1551 Churchman Ave.
Indianapolis, IN 46203
317/784-1119

COOL LOGIC



Just another big-block Cobra replica? Hardly. This Contemporary Cobra lives up to its name. Although the engine looks fairly traditional, it has some of the latest in fuel-injection technology. The four two-throat throttle bodies use the Weber IDA bolt pattern, but instead of a float chamber and all the internal guts of a Weber two-barrel, these throttle bodies have injector bosses cast on the inboard side for electronic injectors.

**Ford FE + EFI =
Pure Performance**

By Jeff Hartman

PHOTOGRAPHY: JEFF HARTMAN

As of this year, no new production automobiles will be equipped with carburetors. Electronic fuel injection (EFI) is now the industry standard. In the kit car market, however, EFI is still relatively novel, seen far less often than a Holley four-barrel. Change is inevitable, and we expect EFI to appear on more and more kits, but that doesn't mean you'll have to give up that original look under the hood. The Contemporary 427 Cobra shown here has a big-block mill with Weber horns yet also something different: port EFI.

Why go to the extra effort and expense of this computer-driven fuel system? Good question, especially when a well-tuned carburetor supplies excellent performance. Unfortunately, the more radical the engine, the less streetable a carbureted engine is likely to be—which is why Bill Kantz's Cobra runs a custom Norwood Autocraft port fuel injection controlled by a Haltech E6 engine management system from Enjecter.

While EFI is superior to carburetion in virtually every way from a technical point of view, you can't beat the cost of a Holley four-barrel, right? For a relatively mild V8 engine in a



nonemissions vehicle, a \$200 four-barrel carb will do the job. But EFI can make radical engines streetable that would otherwise not be.

Everyone has probably seen carbureted engines with wild cams that stall repeatedly, pollute terribly, bog and stumble and generally make life miserable at anything less than hot full throttle. Well-designed EFI does away with these problems (see inset boxes). Individual injectors squirting fuel directly at each intake valve make for excellent mixture distribution. They also do away with manifold wall-wetting, where fuel condenses on the runner and then randomly tears loose in sheets, further upsetting distribution

and causing misfires that accentuate the bad idle of a lumpy cam. Because port EFI manifolds do not need to deal with wet mixtures, they potentially produce more torque and better fuel economy by allowing engineers or tuners greater freedom in designing tuned intake manifolds. The Cobra's engine is typical of powerplants that would not be nearly as practical without electronic port fuel injection.

Aside from the techy FE Ford mill, Bill Kantz's Cobra is a beautifully executed repro car with an original-style round-tube ladder frame, Jaguar independent suspension, Connolly black-leather interior by Tin Lizzy Affair, Smiths gauges and a

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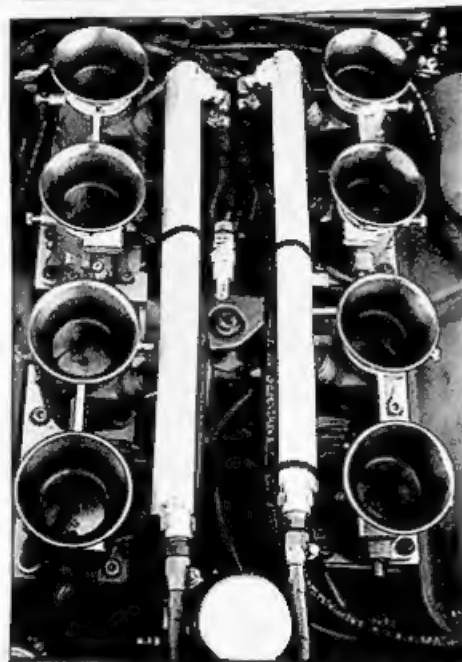
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Buena Park, CA 90621

To ask questions, or order literature:

(714) 523-8464

COOL LOGIC



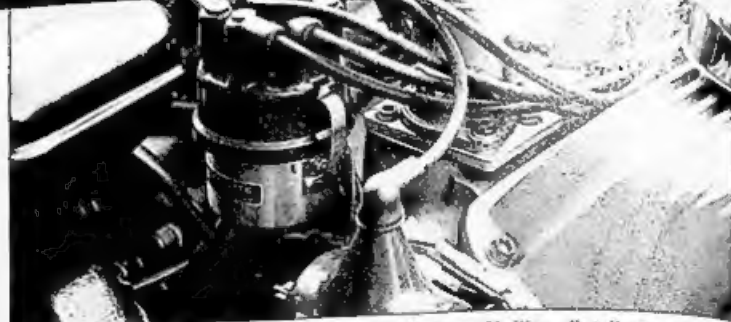
A Norwood custom, two-piece, O-ring-type, D-section fuel rail feeds high-pressure fuel to the eight injectors, with excess fuel returning to the fuel tank via a pressure regulator. Notice the air-temperature sensor cable-tied to the left rail on the individual stack setup, with no common intake plenum or air cleaner. Metal straps on either end that bolt to the end throttle bodies hold the fuel rails in place. The two-piece fuel rail is connected by a loop of braided-steel line at the rear. Fuel enters via the right front and exits via the left front. A high-pressure regulator pinches off flow to maintain a preset pressure.

wood steering wheel. Stuarts Paint and Body Specialists of Dallas finished the fiberglass in Rossa Corsa Red with Violet Pearl.

With the EFI big-block providing an estimated 420 hp, acceleration is extremely quick, yet the engine is docile at idle or pulling up to the local drive-in. Kantz lists the cost as "TSTC"—too scared to count. The EFI system alone added \$4000 to the buildup budget. However, Enjectec also has a budget-priced EFI system in the works. He says the car took nine months to build, with help from John Trammell and Bob Norwood. Kantz is presently considering racing the red Cobra in club events at the Mineral Wells Motor Speedway, west of Fort Worth.

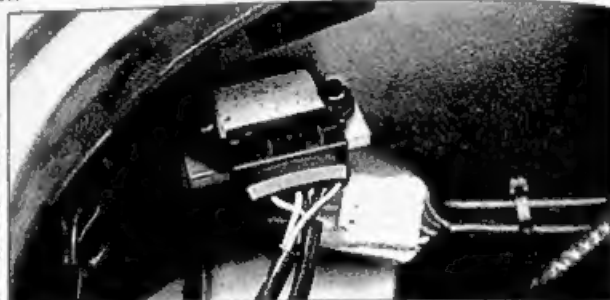
SOURCE

Contemporary Classic Motor Car Company, Inc.
Dept. EC001
115 Hoyt Ave.
Mamaroneck, NY 10543
914/881-6678



For spark delivery, the engine uses a Mallory Unilite distributor and a Firepower coil unit. The Haltech E6 controls spark timing based on a crank trigger.

A Bosch module links the E6 computer to the MSD 6-series capacitive-discharge coil driver. MSD's tach adapter enables the multi-spark ignition to drive the tach as it should.



A Bosch adjustable fuel-pressure regulator pinches off fuel flow back to the tank to maintain a preset pressure (usually around 40 psi). Changes in fuel pressure can throw off the air/fuel mixture.



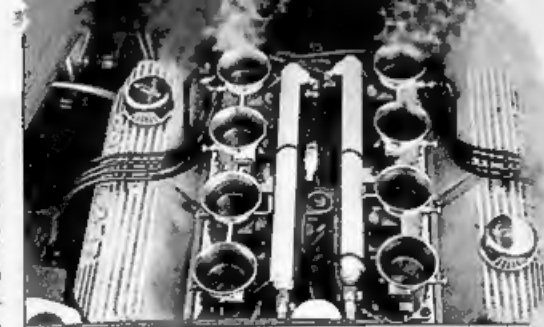
A vacuum accumulator manifold enables idle stabilization under Haltech E6 control via an IAC stepper motor that allows varying amounts of air to bypass the throttles. Manifold pressure sensors require a similar accumulator device to get an accurate pressure reading. However, this EFI system uses throttle position sensing along with engine speed and air temperature to estimate engine load and fuel requirements.

Jeff Hartman is the author of Fuel Injection: Installation, Performance Tuning, Modifications, available for \$19.95 from Motorbooks International, 800/826-6600.

BUILDING THE ENGINE

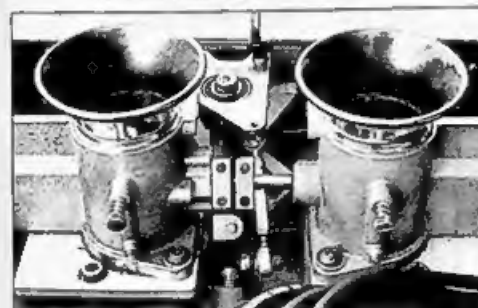
Jim MacFarland and Bill Towers (302/335-3369) of Frederica, Delaware, built the FE motor for Bill Kantz's Cobra. Starting with a '62 406 Ford block, they bored the cylinders 4.160 inches and swapped the crank for a 3.98. This produced a 428ci displacement and an over-square bore-stroke ratio (although not to the degree of the 427's with its 4.233 bore and 3.781 stroke). The 428 has a much better street bore-stroke ratio (due to its longer stroke and rods) and consequently improved low-end

torque. The crank is ground .010 inch undersize and is equipped with 428 rods with ARP bolts. TRW L2245 forged pistons are .030 inch over stock. The computer-friendly bumpstick is a Cam Motion custom grind with a shorter duration on intake for less turbulence. The valvetrain uses Crane springs and retainers. The entire assembly is balanced and blueprinted, and the high-volume oil pump sucks from a Canton



7-quart oil pan. On top of the short-block are Low Riser 427 heads with stainless-steel valves with sandblasted and polished intake ports. The rockers are Harlan Sharp roller-tip units. The suggested redline for the engine is 7000 rpm.

DESIGNING THE FUEL SYSTEM



Note the complex bellcrank linkage for synchronizing the opening of all eight throttles simultaneously. The multi-inline vacuum synchronizer is used exactly as it would be on a multicarb setup. These Norwood-modified Weber throttle bodies have two mechanical adjustments: air bleed and throttle position. Fuel control (injection pulse width, or open time) is entirely computer-controlled.

When it comes to fuel-injecting the FE Ford, given the age of the engine (no factory FE engines with EFI were ever built) there are two practical methods for adding port. The first involves converting an aluminum four-barrel intake manifold to accept port injectors by custom-milling holes into the top of a single-plane manifold, welding in injector bosses, designing a method of holding the injectors in the manifold and fabricating some kind of fuel rail or supply loop with a pressure regulator and an excess-fuel return line.

However, for many engines—including the FE Ford—Weber-type intake manifolds are readily available. The manifolds are individual-runner designs, set up for one barrel per runner and one two-barrel carb per pair of runners. With the advent of aftermarket programmable fuel injection in the '80s, certain enterprising individuals realized that Weber-type throttle bodies with their individual throttles, Weber bolt patterns (DCA, IDF or IDA) and cast-in injector

bosses were an excellent solution for bolt-on port EFI. These units have space for injectors downstream of the individual throttles (even two injectors per barrel is feasible), and they've got the perfect look. The Kantz Cobra used Norwood Autocraft Weber-style throttle bodies.

Weber manifolds tend to dump an air/fuel mixture virtually straight down into the heads. The Weber manifolds can handle wet mixtures, and they are designed for performance. The injectors used must have enough capacity to fuel optimum horsepower at full-load peak torque yet have sufficient idle injection pulse width (injector open time) to provide repeatable squirt volumes (generally at least 1.5 milliseconds).

SOURCE

Norwood Autocraft/Enjectec
Dept. KC01, Ste. 400
2158 W. Northwest Hwy.
Dallas, TX 75220
214/831-8111

PROGRAMMING THE E6

The Haltech E6, as refined by computer engineer Shane Scott (now the chief engineer at Enjectec), has all the right stuff to make radical engines streetable. Engines with wild cam specs (with poor idle vacuum, low idle vacuum and so forth) require perfect mixtures to avoid misfires. Injectors aimed directly at the high-swirl/high-speed air surrounding the intake valves help avoid slow-air-velocity problems typical of big inlet runners, which tend to worsen distribution on wet-manifold V8s and cause surging and hunting. The E6 permits an oxygen-sensor, closed-loop mixture calibration at idle and light cruise. However, where valve timing specs make the engine overly sensitive to optimum stoichiometric (14.7:1) air/fuel ratios, closed loop can be reserved for somewhat higher revs and richer mixtures programmed for idle.

Radical engines by definition have a wide dynamic power range—the difference between light-load, low-rpm power and high-load, high-rpm power. A unique E6 feature is the staging capability, which allows a user to

run two injectors per cylinder, operating one at idle and lighter loading and staging an additional set of injectors under heavier loading. This feature allows a much greater dynamic fueling range, permitting the installation of small primary injectors for a long idle open time and big secondary staged injectors for full-throttle horsepower. Scott recently devised a new E6 staging strategy, in which the computer runs one set of injectors as load and revs increase until they are operating near 100-percent duty cycle. The computer then holds them at full cycle and asynchronously fires the second set of injectors at the pulse width required to provide sufficient total injector open time.

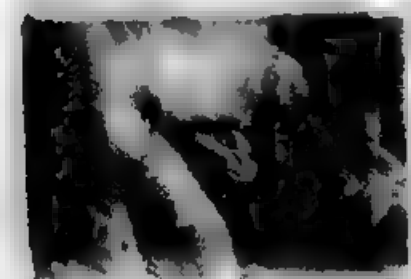
The E6 provides a set of QuickMap functions that automates the design of fuel curves for a particular engine. The user enters five or six parameters, such as peak torque rpm, engine size and so on, and the computer builds its own fuel map. QuickMap provides excellent results, and no further tuning is necessary. Many tuners will decide to calibrate the fuel maps manually on a dyno or under actual driving conditions.



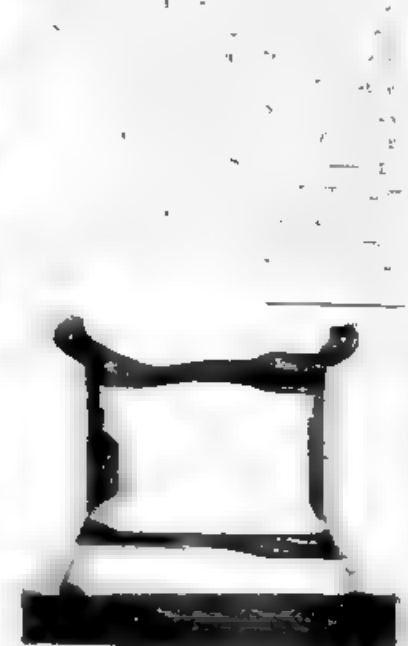
The Haltech E6 "brain" (shown here with the adapter board for interfacing with a stock GM TPI fuel injection wiring harness) reads the manifold pressure and throttle position, engine speed, air temperature, coolant temperature, exhaust gas oxygen and crank position. It actuates the injectors, ignition, idle air control and even the nitrous solenoids. KC

POWER SWAP

How to swap a V8 into a '88 Fiero



First, remove the engine and transmission from the car. This is a job that can be done in a few hours if you have the right tools and a helper. The engine and transmission are removed from the car and placed on a stand.



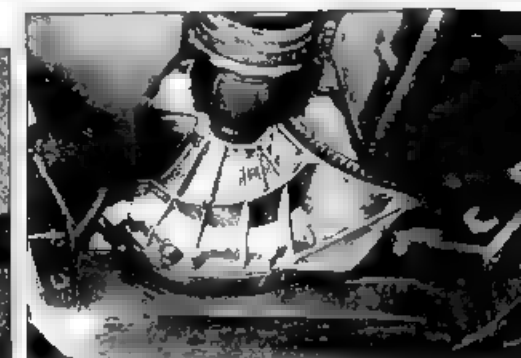
The engine and transmission are removed from the car and placed on a stand.



With the block still in the unmodified position, an engine and transmission mounting brackets in place, the K frame cradle on top of the engine/transmission assembly and position the engine in place. Measure and mark where the transmission notch needs to be made. Tack-weld the front engine mount and the transmission mount to the frame rails, unbolt the brackets and remove the cradle for the next step.

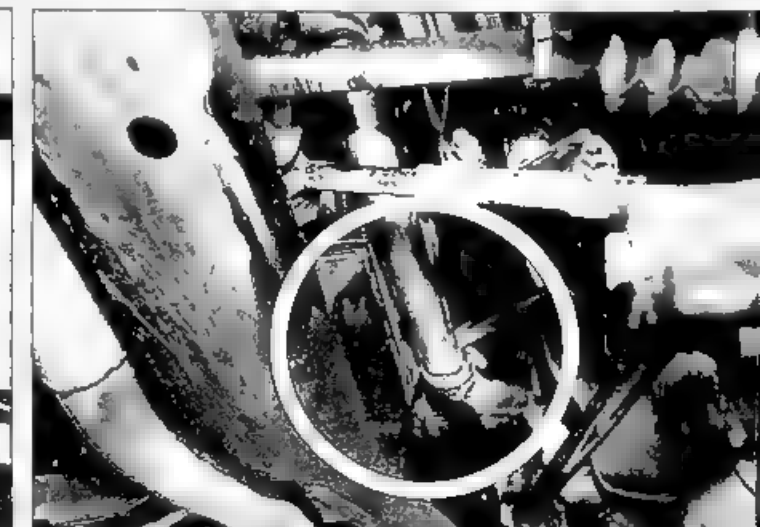
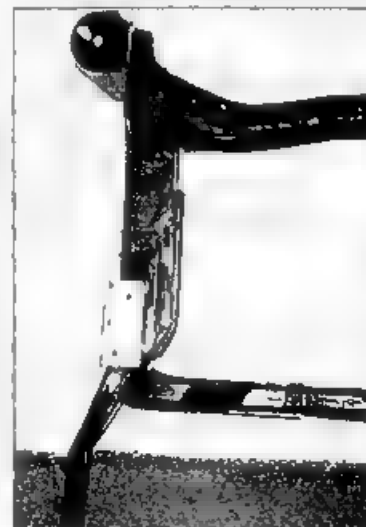
the engine compartment. The prototype installation seen here is a V8, a 3.0 L E.M. appearing to push the black stock bed. The car shown here from 0 to 60 mph in an impressive 5.29 seconds (that's more than 2 seconds quicker than the original '88 with a V6).

The engine cradle/chassis on the '88 Fiero is a little narrower than the earlier models', so some cutting and welding is necessary to get a proper V8 fit. It is still not totally out of the realm of the do-it-yourselfer, though the welding-challenged among us may need to farm out that portion of the job. This

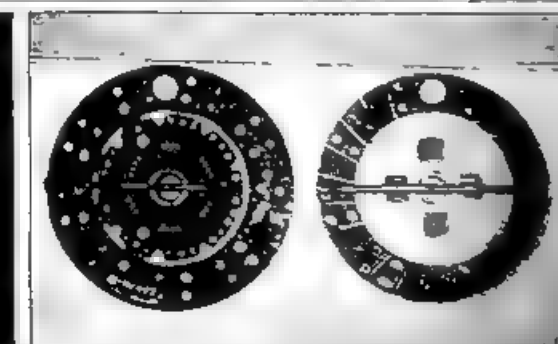
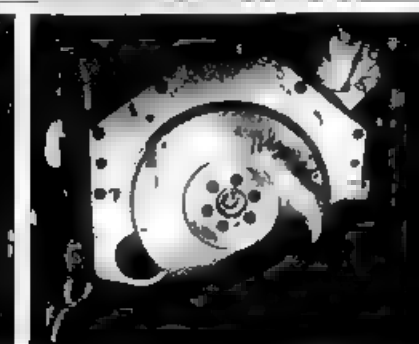
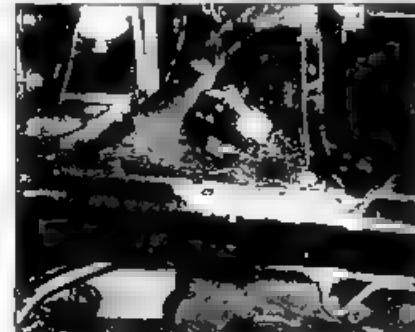


4 Make a notch that allows clearance for the transmission and solidly weld the transmission mount and the front engine mount in place. These shots show the configuration of the notch (left) and its relative position once the cradle is back in the car (right).

5 Some trimming is required on the inner passenger-side rail for clearance at the front of the engine. You also need to add a mounting pad and a bracket for engine support (left). This is also a good time to remove the original end mounting pad and exhaust hangers. With the cradle back in the car (right), note the position of the new mounting pad (circled).



6 You'll also need to make some notches in the left and right engine bay structures to clear the transmission and the front of the engine. The driver side needs to be notched and reinforced, and the passenger side only needs a flange removed and a little bending of the sheetmetal. Once the foregoing steps have been completed, you will want to paint the engine compartment and the K-frame for a clean, factory appearance.



7 Getting the actual engine ready for installation in the newly modified cradle requires bolting on the adapter plate, the engine mounts, the flywheel and the new heavy-duty clutch. In the photo at the right, note the increased size of the new clutch (left) compared with the stock unit. Bolt the transmission to the engine.

POWER SWAP BOMBS 2MWB

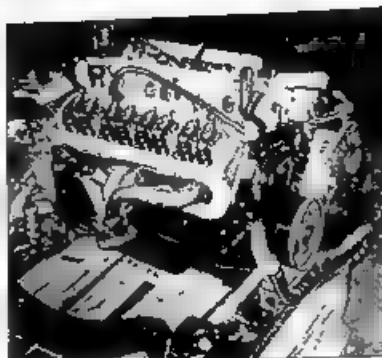
same conversion kit will work on the earlier-model Fieros without any modification of the chassis.

The swap process will work with a four- or five-speed transmission and even an automatic, though some of the procedures will be slightly different. The first steps in the process are to drain all the fluids from the stock engine and remove the engine, the transmission and the suspension as a single unit by loosening the entire rear K-frame/engine cradle and lowering it from underneath the car. Be sure to disconnect and label the wiring and make sure the plumbing and other hardware are detached so that the engine comes out smoothly. Then separate the engine from the transmission and remove both from the cradle.

For \$1895 (or \$1995 for a big-block), Zumalt's V8 conversion kit includes a billet aluminum front engine mount assembly, an air-conditioning-compressor rear brace, an alternator-pulley spacer, drive belts, a water pump, a water pump pulley, a crank pulley, a billet front transaxle mount, an engine-to-transaxle adapter and starter mount, a steel flywheel, a pressure-plate assembly, a clutch disc, a throwout bearing, a high-torque starter, an oil filter relocation kit, a pair of Mark Williams chrome-moly racing axles, a cable mounting bracket, a cooling system fill neck, coolant line hoses and hardware.

If this seems like a bigger project than you can handle, Fiero Doc can handle the complete installation (or any part thereof), and depending on the degree of modifications and the extra gear and engine choices, it will do the job for \$3000 to \$5000.

The owner of this originally V8-powered '88 Fiero couldn't be much happier. Despite the car's strong acceleration, he's been averaging 18 to 22 mpg in hard, pushing-the-limits street driving. The car is friendly enough for getting the groceries and enough of a gutter snake to surprise and embarrass notable modern musclecars.



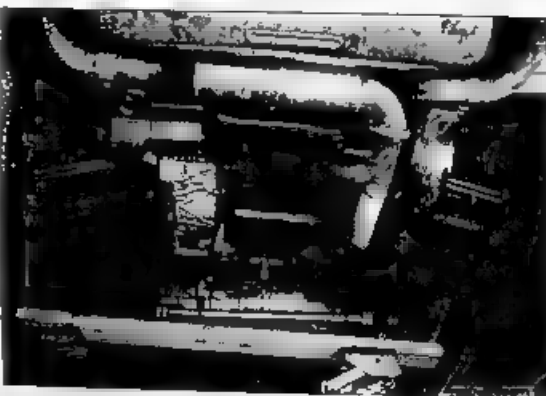
8 Mounting the engine/transmission assembly into the cradle is the next step. Note that the engine is mostly assembled, including the custom Sanderson block-hugger headers.

10 Lift the whole engine, mounted in the cradle, back into place in the engine bay and secure it. Thanks to some careful detailing and the use of stock Fiero engine bay components, this V8 has a clean, factory-fresh appearance. For clearance at the top of the engine, you'll need to modify the decklid hinges a little and take a small notch out of the decklid support.



11 Once the engine is in position, it's time to install the new custom, chrome-moly axles from Mark Williams Enterprises that are included

in the conversion kit. Note that the longer axle is 2.5 inches longer than stock, and the shorter one is 2.5 inches shorter than stock.

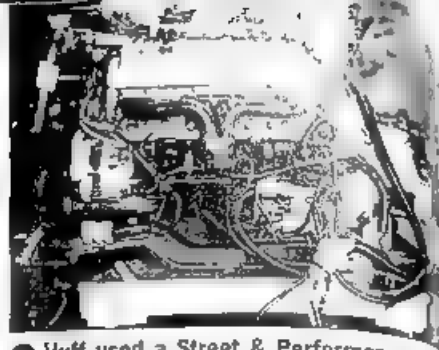


12 After the suspension components have been reattached, the exhaust is a custom fabrication that first connects the block-hugger headers to a Y-shaped arrangement. The exhaust then goes into a Flowmaster muffler and out the tailpipes, exiting at both sides of the bumper.

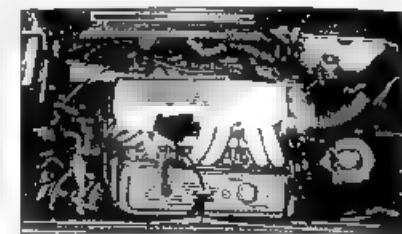
SOURCES
Fiero Doc
Dept. KC01
2165 Dupont,
Unit I
Anaheim, CA
92806
714/978-0163

V8 Fiero
Dept. KC01
6308 Longview Rd.
Kansas City, MO
64134
816/966-0595

13 Huff replaced the stock Fiero radiator with a Superior four-core unit that is a direct bolt-in replacement. For plumbing, he used as much steel tubing as possible to extend the cooling passages to the new engine. The steel tubing is also more durable than rubber hoses. **KC**



9 Huff used a Street & Performance electronic control unit (ECU) and wiring harness that he spliced together with the stock Fiero harness so that all electronic instruments and other systems would work in harmony with the TPI engine system. It is easier to assemble the wiring and the TPI unit while the engine is outside the car.



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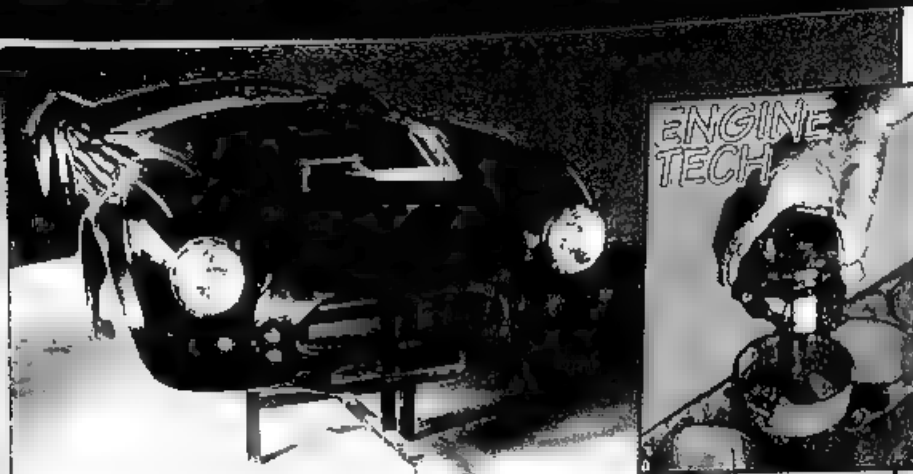
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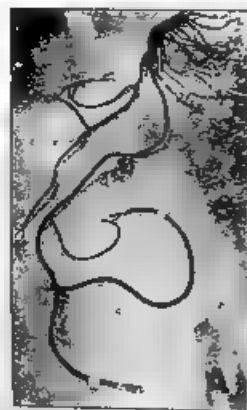


Plugged In

How to Hook Up a Wiring Harness

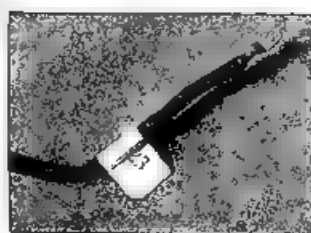
By Steve Temple

Wiring your kit's electricals is like going to the dentist. Nobody really looks forward to it, but it's something you've gotta do. To make the procedure as painless as possible, we consulted with Unique Motorcars and its wiring expert, electrical engineer Rick Cornutt of Prodesign Systems, a firm that specializes in industrial controls and automation equipment. Cornutt's industrial-duty experience really shows in the simplicity and orderliness of the harness included with Unique's Cobra replica kit. Even if you're building another type of kit, his tech tips and proven methods of installation still apply. So follow along as we get plugged in.

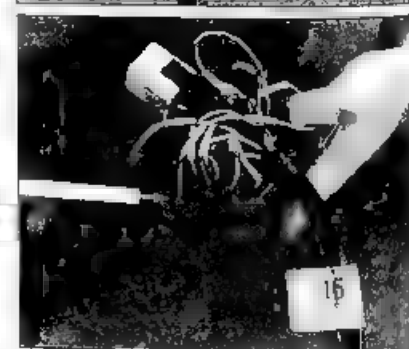
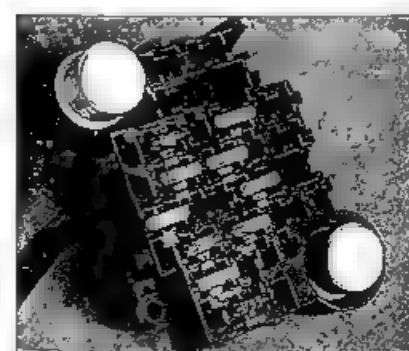


The harness may look like a plate of spaghetti at first, but it's actually organized into three basic sections: the front (A—engine, headlights and turn signals), the cockpit (B—dash instruments, ignition, toggle and fuse block) and the rear (C—tail lights and battery). Each wire is identified by a numbered tag that's explained in the wiring manual.

26 KIT CAR

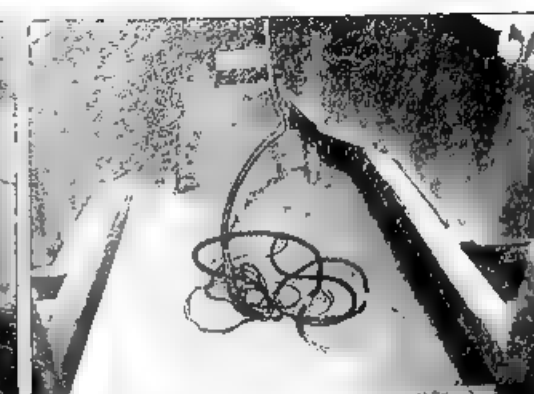


In the cockpit, the grounding wire must be tightly secured with a star nut to the bare metal tubing of the frame, with no paint, rust or oil to interfere with the electrical contact. Any items not grounded directly to the frame feed into the central ground of the harness.



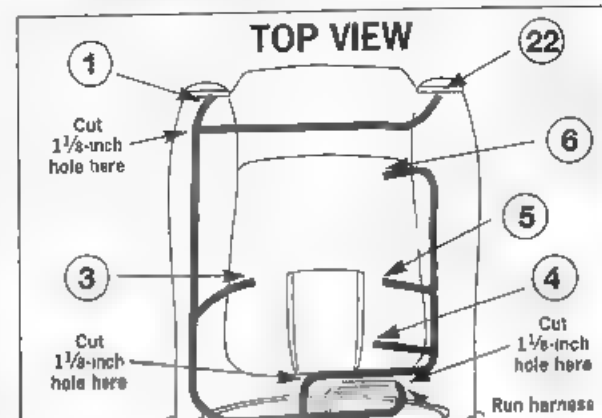
The GM fuse block has snap-in fuses and plug-in bus bar connections for accessories. With the crimp-type terminal, soldering is recommended.

PHOTOGRAPHY: STEVE TEMPLE



Drill 1 1/8-inch openings with a hole saw to route both the front and rear sections of the harness through the firewall. Cutting oil (the same type used for drilling through metal) makes the job easier. Feed the rear harness back under the car in the transmission tunnel.

Wiring for the dash instruments simply plugs into the cockpit section of the harness. Note how the gauge wires are neatly bundled and have connectors at the ends.



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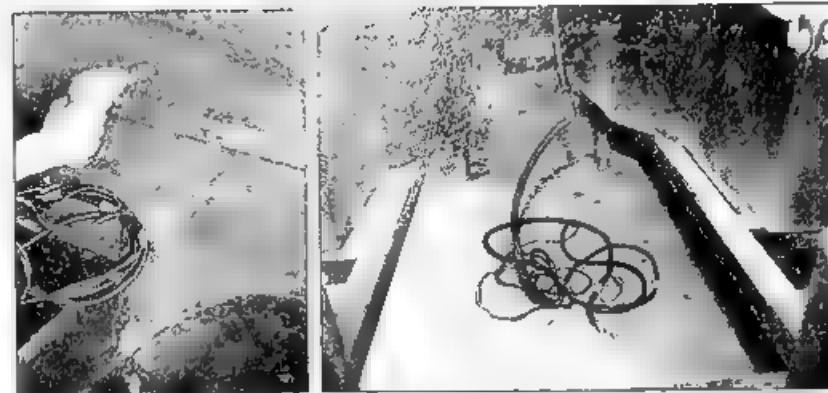


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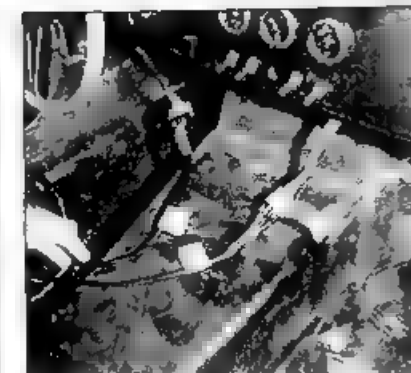
How to Hook Up a Wiring Harness

By Steve Temple

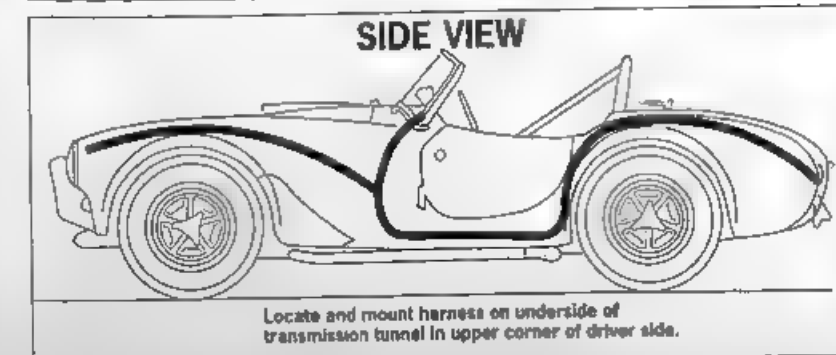
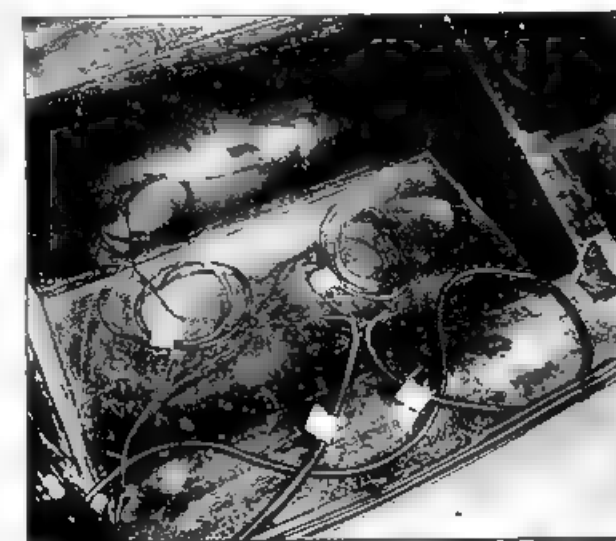
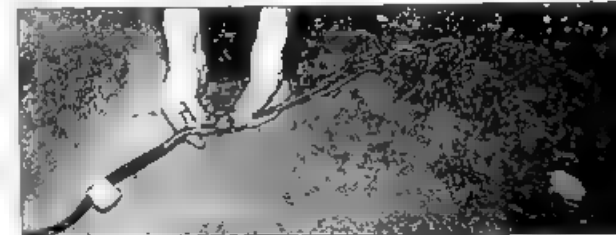
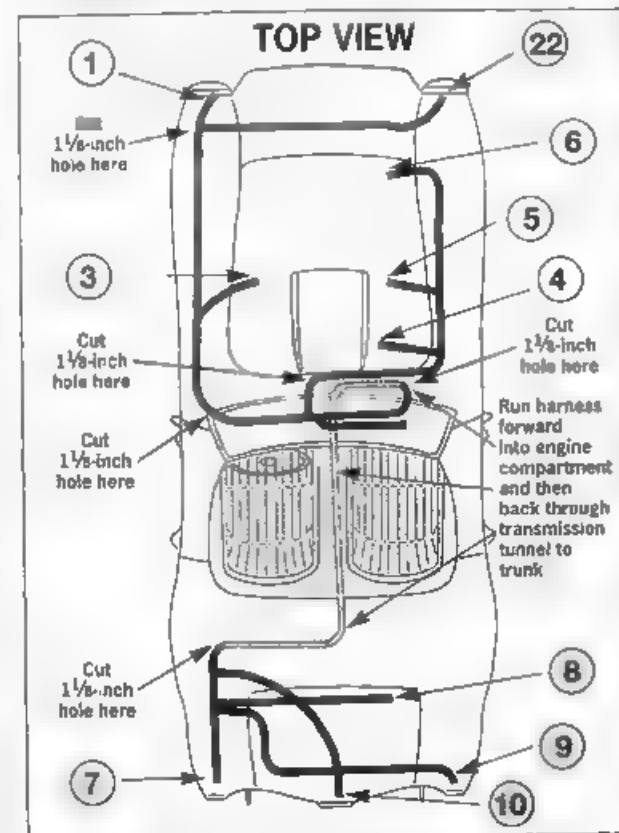
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Wiring for the dash instruments simply plugs into the cockpit section of the harness. Note how the gauge wires are neatly bundled and have connectors at the ends.



These diagrams from Prodesign's wiring manual show the basic layout of the harness in Unique's Cobra kit. The numbers in the circles correspond to the tags on the individual wires.



Routing the rear section of the harness requires drilling another hole in the left rear wheelwell and feeding the section into the trunk. Don't forget to use a rubber grommet here.

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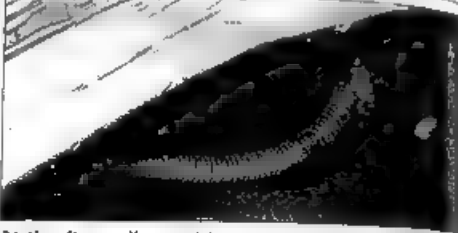
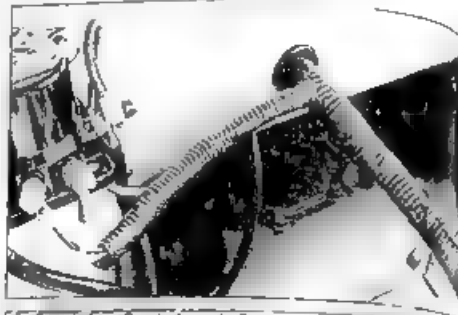
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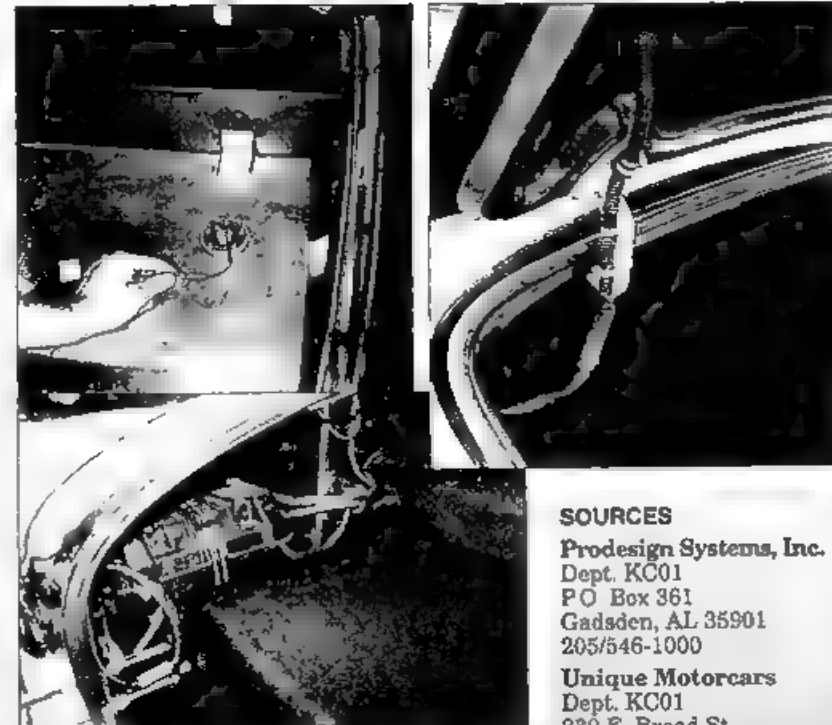
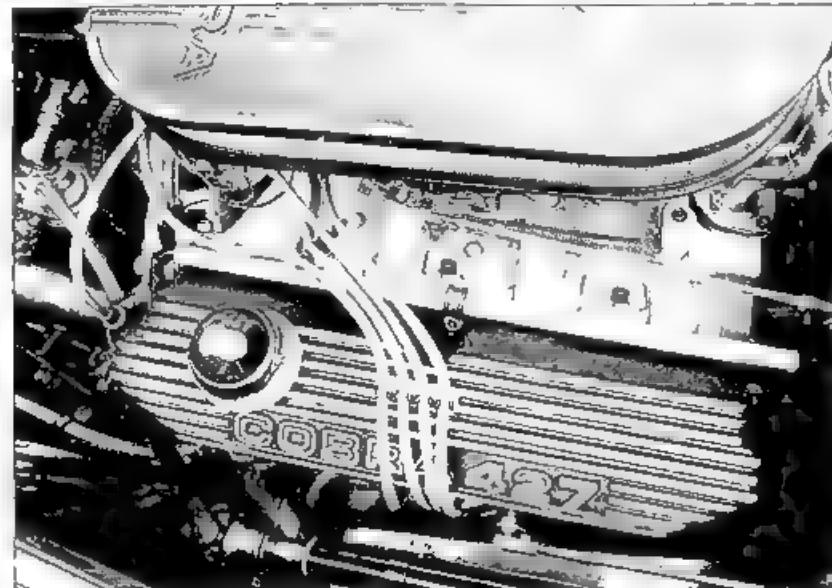
At the firewall, a rubber grommet should be used to protect the harness from chafing, and a plastic conduit is a good idea as well. For a neater-looking compartment, the harness can be routed at the corner of the firewall.



The taillight converter in the cockpit section of the harness can handle two types of Cobra taillights: rectangular with one double-filament bulb (289 Cobra) or round with two double-filament bulbs (427 Cobra)



Inside the engine compartment, secure the harness with insulated aircraft-grade wire clamps every few inches. Another way to protect the harness is to sleeve it with metal tubing. This looks cleaner as well.



SOURCES

Prodesign Systems, Inc.
Dept. KC01
P.O. Box 361
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205/546-1000

Unique Motorcars
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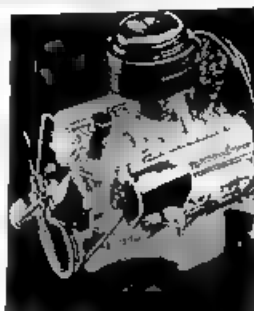
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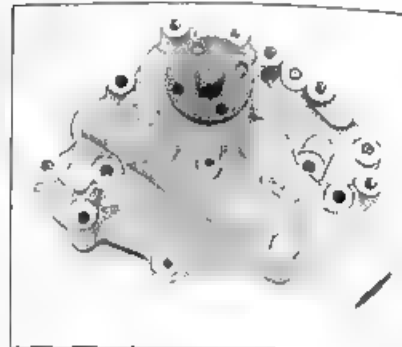
Hot Parts

We are just coming off the 40th anniversary celebration of the Chevrolet small-block V8, and now is the time to reflect on all the engine has given us. This small-block has ranged in size from 262 to 400 cubic inches, and approximately 65 million units have been sold. It has set numerous horsepower and torque records with each new displacement size and has propelled many a car (race and kit, down the road or track for incredible times-hips and pure driving enjoyment. If the next 40 years are anything like the last 40, we have a lot to look forward to from this venerable engine.



Stuff for Show 'n' Go

By Steve Warner



BETTER COOLING

If the engine in your kit car is having a hard time staying cool, maybe you should replace the water pump with one from Edelbrock. The company's Victor Series aluminum water pump saves weight and is available for small-block Ford applications. The durable, cast-iron impeller is CNC machined for accuracy and offers reverse-curved vanes for maximum flow even at low speeds. Edelbrock Corp., Dept. KC01, 2700 California St., Torrance, CA 90503, 310/781-2222.

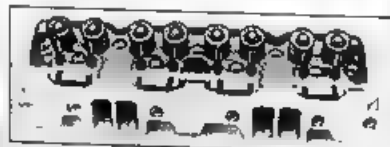
427 FILTER MOUNT



No room for the oil filter in your Cobra's engine compartment? Get a remote filter mount from Ken's Specialty Auto. This original-style aluminum piece is silicon-impregnated to prevent leaking and accepts a standard spin-on Ford FL-1 filter. As on the original Cobra, the mount fits on the front of the Ford FE engine's water pump, or elsewhere if preferred. The cost is \$120 plus shipping and handling. For this and numerous other Cobra accessories, contact Ken's Specialty Auto, Dept. KC01, RR#1, Box 136Q, Windfall Rd., Utica, NY 13502, 315/793-0639 **KC**

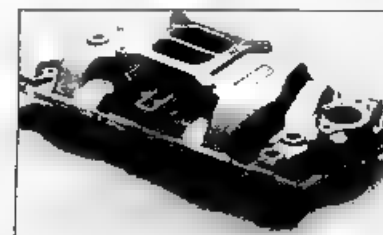
REPAIRS MADE EASY

Often working on a carburetor when it is off the car is extremely difficult because there is nothing to hold it in a bench vise. As a solution Mr. Gasket offers aluminum repair stands with serrated grips. Specifically designed for Holleys, the stands both elevate and level carburetors for easier repairs on tabletops. The company also makes the Jet Tool, which is designed for changing carb jets more easily. You can store extra jets inside the tool's handle. Mr. Gasket Performance Group, Dept. KC01, 8700 Brookpark Rd., Cleveland, OH 44129, 216/398-8300



FREE FLOWING

If you have adapted a new LT1 small-block Chevy into your favorite kit car project, Air Flow Research has these 50-state-emissions-legal cylinder heads for you. The heads are direct replacements for '92 and newer LT1 reverse-cooled applications. The company claims this product offers excellent flow characteristics and increased structural integrity over stock. Air Flow Research, Dept. KC01, 10490 Plex Ave., Pacoima, CA 91331, 818/890-0616



STEALTHY POWER

Want to add more horsepower to your V8-powered kit? Weiland Automotive offers its versatile, dual-plane, high-rise Stealth manifolds. Pictured is the small-block Chevy manifold, but Weiland makes the Stealth manifold for all small-block applications including Ford and Chrysler. Weiland claims the Stealth bolted on a small-block Chevy produced 407 hp and 444 lb-ft of torque in dyno testing. Weiland Automotive, Dept. KC01, 2316 San Fernando Rd., P.O. Box 65301, Los Angeles, CA 90065, 213/225-4138.

ROAD ARMOR

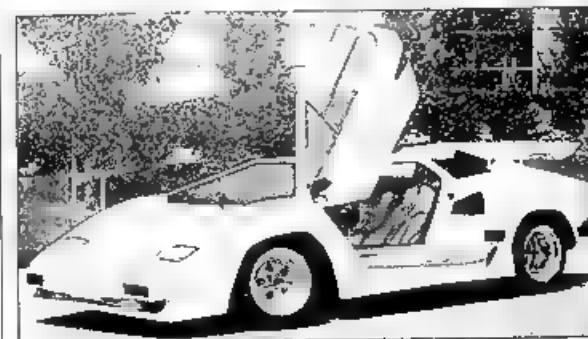
Does your kit car sit for months on end while you wait for the weather to get nice again? If it does, it could develop fuel residue that could be harmful to your engine's performance. Boat Armor's Gas Mate is an additive and stabilizer that is claimed to prevent deposits from forming in the fuel tank. Boat Armor, Dept. KC01, 6600 Cornell Rd., Cincinnati, OH 45242, 800/729-7800.



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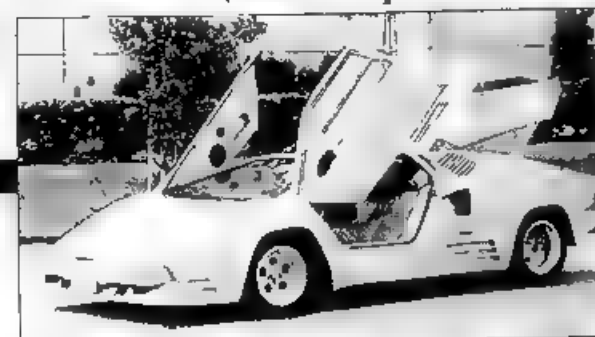
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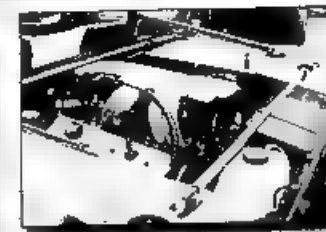
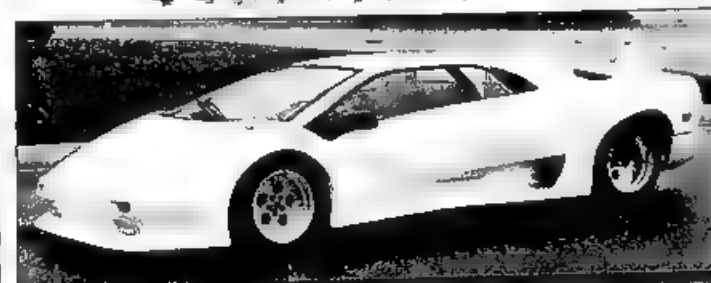


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Q&A

ROTARY CLUB

I haven't seen this subject in the issues I've read, so please enlighten me if it has been covered. I own a beautiful '87 Mazda RX-7 (non-turbo), which I hope to keep for many years to come. It has just passed 50,000 miles and has a brand-new clutch and throwout bearing. I will be replacing the rear shocks very soon with the factory make unless I can find something better that will work with the complicated rear suspension engineering. Can you suggest a better-handling adjustable shock?

My real concern is how to increase horsepower significantly without turbocharging the original 13B engine (which doesn't have the same bearings or compression as the factory turbos). What else can I do, and where can I get the details? I love the car, but I'm tired of getting embarrassed by several new sport coupes on the road these days. I did read about a conversion where someone with a lot of money installed a three-rotor engine from a Mazda-Cosmo and bumped up the power and performance, but I can't find information on how to get one of these engines in the United States.

Robert Russo
Stratford, CT

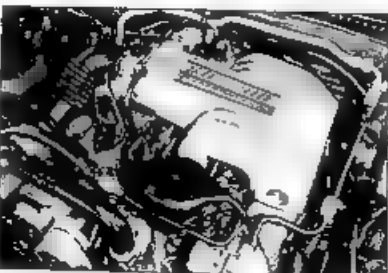
After driving Design Energy's (805/965-5115) highly modified RX-7 (see "And They Call the Wind Mariah," Kit Car May '94), we can readily refer you to these Mazda technowizards for ideas on beefing up your car. It may be something as simple as improving the intake and exhaust or as exotic as repowering with a 305hp intercooled turbo with all the electronic goodies. Regardless, the Design Energy team can help with everything from aerobody parts and suspension components to wheels, tires and racing gear. And if money is no object you might 32 KIT CAR

also want to talk to them about a 540hp competition three-rotor package. We've also seen a Ford 5.0 V8 swapped into a later-model Mazda (see the following).

MAZTANG—AN RX-7 WITH AN ATTITUDE

If you'd like a relatively quick and reliable way to boost the power in an RX-7, one option is a V8 conversion. Roger Liston modified his stock-bodied RX-7 with a Ford 5.0-liter and let us take it for a spin. The engine swap certainly improves the exhaust note, which on the rotary sounds like something akin to mechanical flatulence. Off the line we didn't have much trouble breaking loose the rear tires on the V8 RX-7, but once they hook up, the car feels terrific in the midrange. It's lighter than the Mustang donor and exhibits much less body roll under hard cornering. The independent rearend also provides a much better feel than the Mustang's stodgy live axle.

What's involved in making the swap? Liston filled us in on the details in a



lengthy letter paraphrased here. In addition to custom-fabricated engine mounts, required mods include a new K-member, new radiator mounts and some reinforcement for the front crossmember. The engine fits in the available space with room to spare and no cuts in the firewall or transmission tunnel. The shifter is a little tricky, though. The Mustang transmission shift rod ends up about 2 inches forward of the center of the shift boot, so you need to fabricate an L-shaped arm that moves the shift rod rearward and into the middle of the boot.

Other suggested changes include a heavy-duty custom sway bar, stronger front springs, a remote oil filter for steering-rack clearance and a custom radiator built with the original Mustang water tanks. The toughest part of the conversion is replacing the stock steering rack with a stronger one. Fortunately, the Mustang rack-and-pinion unit fits the

space and the specs.

There's a shortcut to wiring changes that can reduce the amount of the job to only two days. The trick is to buy the V8 with all the electricals—the EFI computer and everything—still connected. After removing the rotary engine, reconnect the battery to the car wiring and make sure everything electrical left in the car still works. Next, label the half-dozen or so direct connections to the old engine that didn't go through the engine computer: oil pressure, water temp alternator and so on. Identify all the necessary chassis wiring. Everything needed should be connected or labeled. What is not needed should be taken out.

To splice in the V8's wiring harness, connect the ground wires of the new harness, hook up the battery connections and make a few cross-connections between the engine wiring harness and the chassis harness. These cross-connections go to the fuel pump, the ignition and the alternator. To make the original gauges work, use the original sending units and adapt them mechanically to the new engine. The tachometer, however, needs a few resistors changed to recalibrate it, since it reads double with the V8 engine. After connecting the starter, the coil and the fuel pump, you are ready to bring the engine back to life.

To connect the clutch, mount the original RX-7 slave cylinder to the bellhousing with a custom bracket and replace the master cylinder with one having a larger bore to get the longer clutch travel. You'll also need a custom adapter to mate the Mustang driveshaft to the rearend. A beefier rearend from a Turbo RX-7 is a better choice for handling the extra ponies. The total time required is about 200 hours, with about 100 hours spent creating the conversion kit.

When it comes to performance, it's a whole new car. The acceleration is great, 0 to 60 in just under 6 seconds, and the gobs of low-end torque give the bucket seats a whole new feel. The sophisticated suspension and disc brakes of the RX-7 are a great match to the Mustang engine and trans. Dual exhausts, throaty Flowmaster mufflers and the addition of 5.0 emblems to the fender panels provoke many questions. The answers come when you put your foot to the firewall.

For more information on how to build this car, send an SASE to Roger Liston, Dept. KC01, 467 Nelson Rd., Scotts Valley, CA 95066.

Having a technical problem assembling your engine? Send your questions to Engine Tech Q&A Kit Car, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. (No phone calls, please. We're sorry, but we are unable to respond directly to inquiries.)

What does Car & Driver Magazine say about Everett-Morrison's **Cobra** REPLICA 427SC



"... the logical way to do a better Cobra..."

"...we have an Everett-Morrison kit designed to accept the current Corvette suspension. Owner Larry Rea of Cedar Park, Texas, built it with his son, Lucas, in ten days."

"Everett-Morrison offers a broader variety of chassis possibilities than any other kit-maker I've found."

"The suspension has the fast, 13:1 power steering and the after-1988 Corvette rear geometry."

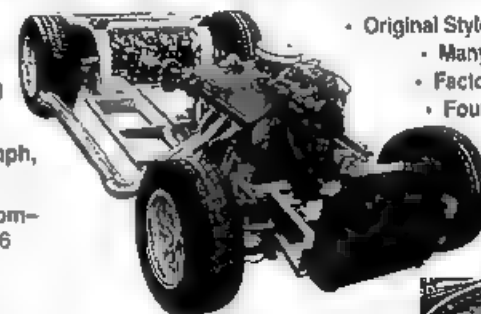
"Braking was exceptionally good at 161 feet from 70 mph, and 1.04g was measured on the skidpad."

"This car holds our record for fastest through the slalom—averaging 71.2 mph (the Nissan 300ZX Turbo did it at 69.6 mph, the old record). Steering response, though, was quicker than lightning."

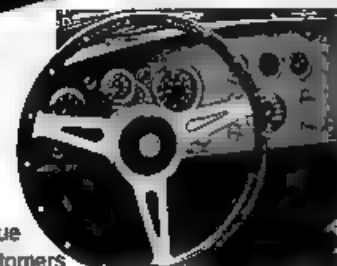
"Everything about the car is skewed in the direction of steering quickness... its light weight, its rear weight bias, its power steering, its short wheelbase, and its low-profile tires on wide wheels. The combination makes a standard Corvette feel as lethargic as a Limousine."

"... the Corvette suspension was more composed than any of the others."

Car and Driver Magazine, December, 1991



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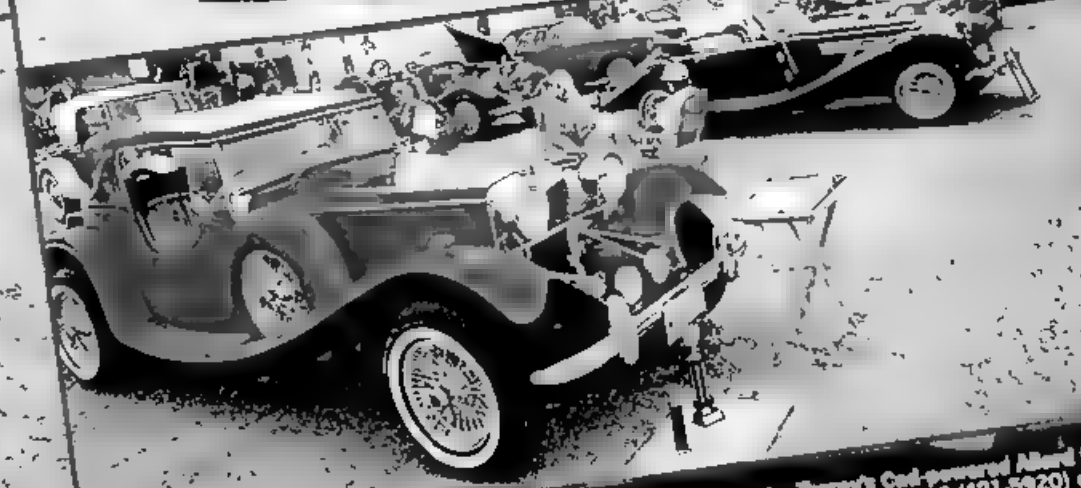
The special award went to the hand-crafted Ford of the month.

Something Special Surfaces at the San Leandro Show

By Steve Temple

Occasionally the best vehicle at a kit car show isn't available as a kit. Sometimes it's a hand-crafted custom, a conveyance so unusual, so rarefied, that it's simply not possible to offer it in component form. This was the case at the Northern California Kit Car Club's (NCKCC) annual mid-September show in San Leandro, California. The event usually doesn't display as many new products as the Carline and Knott's events, but it always showcases a fine collection of diverse vehicles built by kit enthusiasts. As such, it's an excellent opportunity to find out about kits from some friendly folks who've actually built them.

Still, a few new and interesting kit cars rolled out. Grabbing the most attention from showgoers was Frank Villaseca's Kachin Benz SL reborn for the Chrysler LeBaron, which was still in the development stage when we featured it in our previous issue ("Hot Exotics at Cool Prices," November '86). He now has new door skins so the car more accurately imitates the Teutonic original. Also of note was Don Loux's Cord replica ("Striking Cards," July '84). Loux has sold his first trophy-winning vehicle and is now offering kits. Darryl Fling drove down from Oregon in his mar-



John Terry's Cad-powered Alford from Hardy Motors (619/421-5920) didn't hang around long enough for an award, but it certainly deserved one.



DAY OF THE DOLPHIN

DAY OF THE DOLPHIN

November '95 issue. In the low-buck category were Fiber Jet's Porsche 914 conversion and Rory Bateman's Cobra-style Tomahawk rebody for Datsun Z-cars. The latter kit priced at only \$3400 is absolutely the lowest-priced Cobra replica on the market, so it's no surprise Bateman has received a flood of inquiries. Look for a complete buildup feature in an upcoming issue.

But we digress. What was the non-kit-car show winner mentioned at the outset? We'd seen it partially assembled at the Knott's show, but that preview didn't prepare us at all for the completed car. The Dolphin aptly named for its flowing flanks, features a body lovingly crafted out of redwood—yes, redwood, all sealed with epoxy resin and S-glass cloth. Wooden bodies were used on some of the great early racing cars, but such old-world craftsmanship is just too rare nowadays. Sculptor Peter Portugal has the talented pair of hands that rendered this work of art. Reproductions of the vehicle are available for \$65,000 apiece. Not only did Portugal capture *Kit Car's* Best of Show trophy, he also received the same award from the NCKCC. We don't expect to see wooden kits popping up in great numbers, but such exclusivity actually adds to the Dolphin's appeal.



Network MotorSports (209/544-2285) has a number of irons in the fire, but of greatest interest to kit builders is the company's 50-state guide to registering specialty cars.



Would you believe a Cobra kit for only \$3400? The Tomahawk from Native American Craftsman (916/348-8950) is a rebody for Datsun Z-cars.



Duloux Motors (510/538-2410) is now hitting the right notes with its new 37 Cord kit.



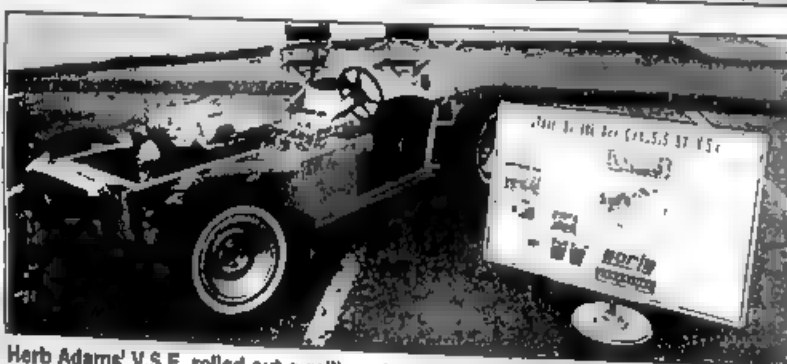
While not everybody can make this claim, Robert Langenham says he was able to get all the parts for his Cobra from Classic Motor Carriages, which is now operating under the name Classic Auto Replicars.

Looking a bit like an AMC Gremlin caught in a vise, John Knebal's Tri-Vette was certainly the most unusual vehicle on display. Some of the mechanicals are from Fiat, but the concept is far more alien.

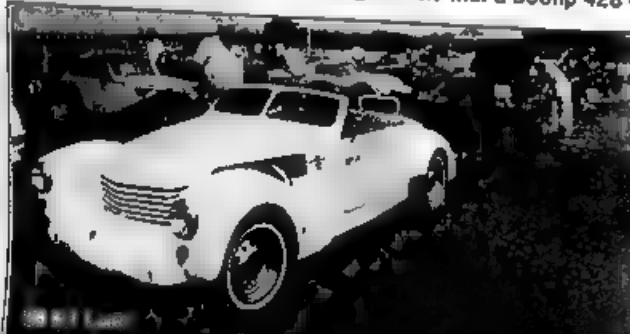


Your editor's latest project, Caitlin Marie Temple, was a bit uncertain at her first kit car show as she sat in Dave Podner's Mercedes 500K replica. **KC**

SOURCE
Northern California
Kit Car Club
Dept. KC01
3317 Ellesmere Ct.
Walnut Creek, CA 94598



Herb Adams' V.S.E. rolled out a rolling chassis with a 500hp 428 Cobra Jet.



The San Leandro show always has a good mix of cars, from classics to Cobras to exotic rebodies.

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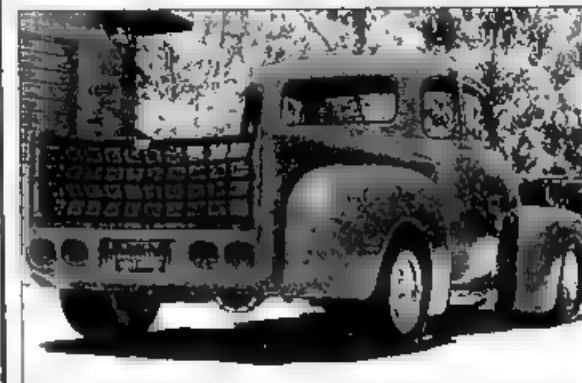
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BUYERS' GUIDE TO 160+ KITS

A Comprehensive Directory to the Marketplace

Why do we run buyers' guides so frequently? Because the kit market is extremely dynamic with new products introduced on almost a weekly basis. So it's no surprise that the most common question we receive is, "Where do I find this or that new kit?" The answer *Kit Car* magazine. We are the leading publication for info on just about every type of kit you can imagine (Note, however, that many of the details published here are obtained through mailed request forms, so we cannot always verify the accuracy of a given manufacturer's claims. New for this year's buyers' guide issue is a review of a reference book for registering kit cars, entitled *The Motor Vehicle Code Digest for Specialized Motor Vehicles*.

This buyers' guide differs from others in format as well. To save space we've abbreviated the specifications, so if you're not sure what some of them mean, refer to the following key:

- L:** length overall in inches
- W:** width overall in inches
- H:** height in inches
- WB:** wheelbase in inches
- WT:** weight of completed vehicle in pounds
- DONOR:** the vehicle used as a source for the frame and/or parts
- CHS:** chassis, the type of frame and materials used (if not indicated, see DONOR)
- FS:** front suspension components
- RS:** rear suspension components
- ENG:** engine, power options, such as L4 (inline four-cylinder) or Chevy V8
- KIT:** base price of component package (usually requires additional items for completion)
- T-K:** turn key, minimum cost of a factory built, complete vehicle

PLUS NEW 50-STATE MANUAL FOR REGISTRATION

At Last, Some Help on How to Thread Your Way Through the Bureaucratic Maze

By Steve Temple

You've finally torqued down the last bolt on your kit car, and it's all polished and ready to roll. However, what could be the most challenging aspect of your project is still to come: registration. Do you know which states are the most accommodating to kit enthusiasts with regard to smog inspections? Or which ones require taillight inspections? Or how your particular state classifies a kit car, as opposed to a homemade, salvaged, reconstructed or special vehicle? These questions and more are answered in a new publication by Allan Gravel of Network MotorSports entitled *The Motor Vehicle Code Digest for Specialized Motor Vehicles*.

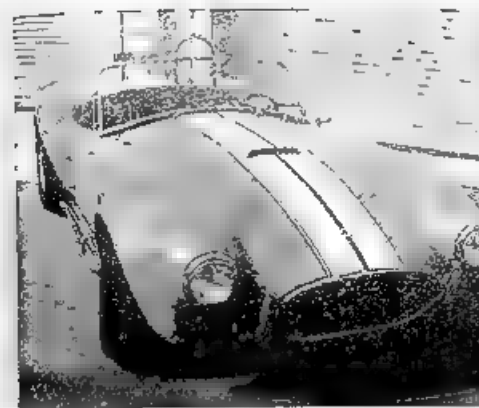
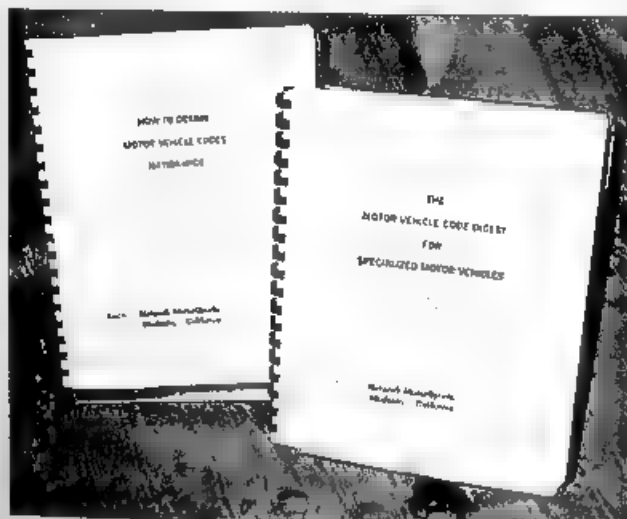
Don't expect to see this comprehensive manual on any best-seller list, and it's definitely not light summer reading. It is indispensable to kit and special car enthusiasts. The spiral-bound manual contains a wealth of detailed information on everything from odometer statements to illegal engine swaps to licensing profiles on

individual states. Whether you want to know about your particular state or you plan to move your specialty vehicle to another state (or simply have it registered there), this publication provides quick answers to complex registration questions. A handy reference guide at the back lists not only all the motor vehicle headquarters in the United States but also contacts at the Better Business Bureau, Department of Transportation, National Highway Traffic Administration and so on. Kit builders who own vehicles with cloudy titles or who want to avoid legal entanglements will find this book invaluable.

The Digest costs \$24.95 (plus \$3 shipping and handling). Also available for \$9.95 (plus \$1 S&H) is the companion *How to Obtain Motor Vehicle Codes Nationalwide*, which provides

detailed information on how to get the actual state codes. To order, contact Network MotorSports, Dept. KC01, 3507 Tully Rd., Ste. E2-285, Modesto, CA 95356, 209/544-2285. An annual update service is available as well.

Incidentally, Gravel points out that the states that are the most accommodating for licensing kit cars are Alaska, Arizona, Kansas, New Hampshire, New Jersey and New York. The most restrictive kit car laws are found in Washington, D.C., Massachusetts and Missouri.



Ace Cobra

- L: 160 inches
- H: 48 inches
- WT: 2450 pounds
- CHS: ladder or space frame
- FS: custom A-arms with adjustable Aldar shocks
- RS: Jaguar or 9-inch Ford with Aldar shocks
- ENG: customer choice
- KIT: \$29,000 (rolling chassis), T-K: \$39,000

Ace Cobra, Dept. KC01, 21422 Parthenia Ave., Canoga Park, CA 91304, 818/885-5097



AFI 5000S

- L: 168 inches
- H: 42 inches
- WT: 2600 pounds
- CHS: 1 1/2-inch round-tube space frame
- FS/RS: tubular A-arms with coil-overs
- ENG: V6 or V8 GM with Porsche or ZF transaxle
- KIT: \$4995 to \$18,900
- T-K: \$49,900



AFI 40 Euro Coupe

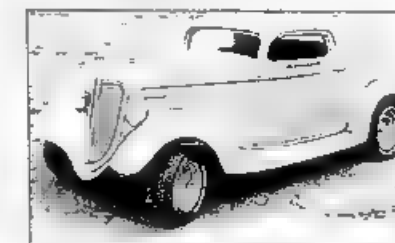
- L: 173 inches
- H: 45.5 inches
- WT: 2460 pounds
- DONOR: Fiero
- FS/RS: stock or custom tubular
- ENG: L4, V6 or V8
- KIT: \$4995 to \$10,405
- T-K: \$22,000

American Fiberbodies International, Dept. KC01, P.O. Box 728, Xenia, OH 45385, 513/372-5938



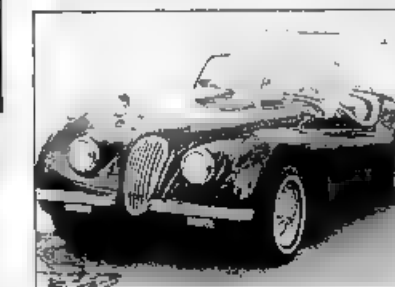
A&C '41 Willys

- L: 172 inches
- H: 70 inches
- WT: 2450 pounds
- FS: Mustang II
- RS: four-link with coil-overs or parallel leaf for 8- or 9-inch Ford rear ends
- ENG: Ford or Chevy V8
- KIT: \$10,995
- T-K: \$26,000



A&C '34 Ford Coupe

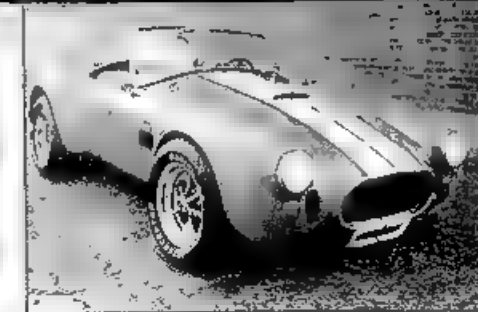
- L: 174 inches
- H: 66 inches
- WT: 2450 pounds
- FS: Mustang II
- RS: four-link with coil-overs or parallel leaf for 8- or 9-inch Ford rear ends
- ENG: Ford or Chevy V8
- KIT: \$10,995
- T-K: \$26,000



ACI Rennsport 550 Spyder

- L: 144 inches
- H: 41 inches
- WT: 1375 pounds
- CHS: round-tube space frame
- FS: VW ball joint and torsion bar or custom A-arms with coil-overs
- RS: VW swing axle with coil-overs or custom five-link IRS with coil-overs
- ENG: 1600cc to 2.4-liter VW Type I
- KIT: \$6500 to \$12,995
- T-K: \$17,500

Auto Classics International, Dept. KC01, 12112 Centralia Rd., Hawaiian Gardens, CA 90716, 310/809-4548



A&C '67 Ford Cobra

- L: 158 inches
- H: 45 inches
- WT: 2670 pounds
- CHS: ladder-type
- FS: tubular A-arms
- RS: Ford 9-inch live axle
- ENG: Ford or Chevy V8
- KIT: \$10,995
- T-K: \$26,000



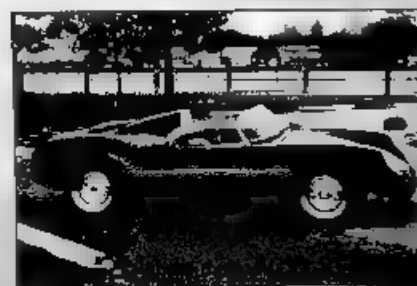
A&C '37 Jaguar SS-100

- L: 168.5 inches
- H: 52 inches
- WT: 22.0 pounds
- DONOR: '74-'79 Mustang II or '74-'80 Bobcat or Pinto
- FS/RS: Mustang II
- ENG: L4 or V6
- KIT: \$7995
- T-K: \$18,000

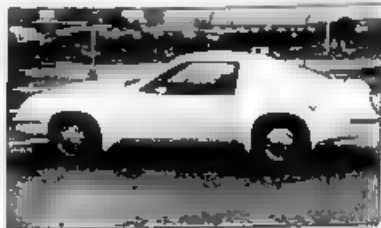
A&C '52 Jaguar XK-120

- L: 174 inches
- H: 55 inches
- WT: 2430 pounds
- DONOR: '74-'79 Mustang II or '74-'80 Bobcat or Pinto
- FS/RS: Mustang II
- ENG: L4, V6 302 Ford V8 or 350 Chevy V8
- KIT: \$8995
- T-K: \$20,500

Antique & Collectible Autos, Inc., Dept. KC01, 35 Dole St., Buffalo, NY 14210, 800/245-1310



BUYERS' GUIDE TO 160+ KITS



Monzetta
L: 176 inches W: 67 inches
H: 50 inches WB: 97 inches

WT: less than donor
DONOR: '75 Chevy Monza or Buick Skyhawk
CHS: '75-'80 GM H Series
FS/RS: stock
ENG: stock L4, V6 or V8
KIT: \$2495 to \$5995
T-K: \$14,995

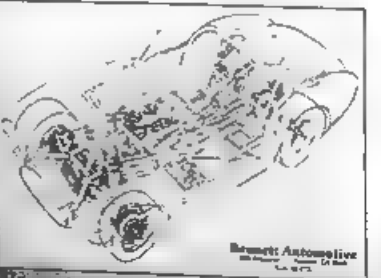
Auto Designs By Scotty, Dept. KC01,
2013 S. 6th St., Klamath Falls, OR
97601, 503/884-1511



Automotive Affair Vortex
L: 166 inches W: 81 inches
H: 46 inches WB: 96 inches
DONOR: '84 & newer Corvette
KIT: \$7900 to \$19,000
T-K: \$29,000

Automotive Affair, Inc., Dept. KC01, 145-
1673 Richmond St. North, London,
Ontario N6G 2N3, Canada, 519/678-8139

U.S. Agent:
Automotive Affair, Inc., Dept. KC01,
1320 NW 38th St., Gainesville, FL
32605, 904/336-4674



Ferrari Automotive Cobra
L: 157 inches W: 70 inches
H: 47 inches WB: 90 inches
WT: 2500 pounds
CHS: tubular space frame
FS: A-arms with inboard coil-overs
RS: A-arms with CV joints
ENG: customer choice
KIT: \$25,000
T-K: \$21,000

Ferrari Automotive, Dept. KC01, 3385
Edwards Highway, Hayward, CA 94545
510/782-0706

Braden River Engineering XKE Replica

This XKE replica is remarkably authentic in appearance, with the same dimensions, body shape and wheelbase as the original Jaguar. The base kit includes a complete new fiberglass body with mounting hardware to convert a '79-'85 Mazda RX-7, and the \$8995 deluxe kit features genuine XKE bumpers, windshield, wire wheels and chrome trim. Send \$5 for an info pack or \$25 for an assembly video and info pack.
L: 167 inches W: 66 inches
H: 44 inches WB: 96 inches
WT: 2140 pounds
DONOR: '79-'85 Mazda RX-7
CHS: modified Mazda RX-7

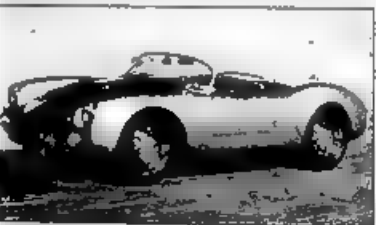


FS/RS: stock Mazda RX-7
ENG: Mazda rotary up to 100 hp
KIT: \$1995
T-K: \$14,995

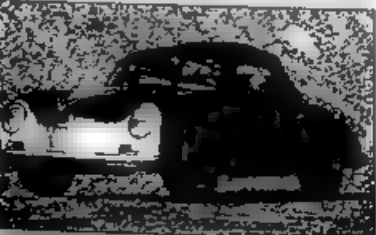
Braden River Engineering, Dept. KC01,
2604 Manatee Ave. East, Bradenton, FL
34208



Beck Vintage '57 Testa Rossa
L: 160 inches W: 64 inches
H: 41 inches WB: 92 inches
WT: 2200 pounds
CHS: tubular ladder frame
FS/RS: double A-arms with coil-overs
ENG: small-block Chevy V8
KIT: \$14,900
T-K: \$40,000



Beck Vintage 558 Spyder
L: 146 inches W: 61 inches
H: 41 inches WB: 85 inches
WT: 1245 pounds
CHS: 3-inch tubular steel
FS: parallel trailing arm
RS: swing axle
ENG: 1915 2160cc VW Type III,
356, 912 or Porsche four-cam
KIT: \$6995 to \$14,900
T-K: \$21,600



Beck Vintage Speedster
CHS: 3-inch tubular steel
FS: VW parallel trailing arm
RS: VW swing axle
ENG: 1916 2160cc VW
KIT: \$14,900
T-K: \$21,600

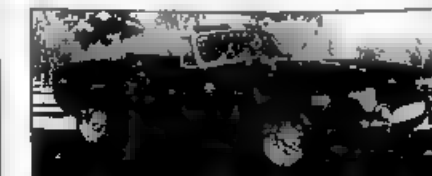


Beck Vintage Super 90 Cabriolet
L: 162 inches W: 66 inches
H: 41 inches WB: 83 inches
WT: 1450 pounds
FS: VW parallel trailing arm
RS: VW swing axle
ENG: 1915-2160cc VW
KIT: \$18,500
T-K: \$24,500

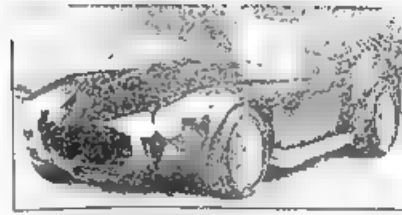


Beck Vintage Lister
L: 168 inches W: 66 inches
H: 37 inches WB: 96 inches
WT: 1800 pounds
CHS: 4-inch round-tube ladder-type
FS/RS: late-model Corvette
ENG: small-block Chevy V8
KIT: \$14,900
T-K: \$40,000

Beck Development, Dept. KC01, 1531
W. 13th St., Unit E, Upland, CA 91786,
908/881-3840



C-F California Ace
L: 153 inches W: 60 inches
H: 49 inches WB: 91 inches
WT: 2209 pounds
DONOR: MGB Roadster
FS/RS: MGB Roadster
ENG: MGB 1600 L4, Buick 215
or Ford V6
KIT: \$2495
C-F Enterprises, Ltd., Dept. KC01, P.O.
Box 1347, Long Beach, CA 90801,
310/404-0522



Butler Racing Cobra
L: 156 inches W: 69.5 inches
H: 48 inches WB: 91 inches
WT: 2600 pounds
CHS: box-tube ladder-type
FS: modified MGB crossmember
with unequal-length A-arms
RS: Jaguar independent
ENG: Ford or Chevy V8
KIT: \$16,900 to \$30,000
T-K: \$60,000

Butler Racing, Inc., Dept. KC01, 103
Santa Felicia Dr., Goleta, CA 93117,
805/685-3535



Dio Tipo 61
W: 62 inches H: 35 to 42 inches
WT: 1400 to 2100 pounds
WB: 88 to 102 inches
DONOR: TR3, TR4, TR6, MGA or VW
CHS: custom round tube or
stock donor
FS: tubular A-arms
RS: four-link live axle with
coil-overs
ENG: L4 to 454ci V8
KIT: \$1995
T-K: \$25,000

CAR Specialist, Dept. KC01, 10712-D
North, May, Oklahoma City, OK 73120,



Eurosport TR40
DONOR: Triumph TR7/TR8
FS/RS: stock
ENG: GM V6
KIT: \$3395



Eurosport X1/9
DONOR: Fiat X1/9
FS/RS: stock
KIT: \$1595

CC Industries Concept '57

Due to CC Industries' involvement in the restoration business, the company's Concept '57 is an exact copy of a '57 Corvette or which original and reproduction parts fit correctly. The fiberglass body will fit a stock '57 chassis, or it can be bolted to a custom box-channel chassis modified with modern Mustang II front suspension components. CC also carries all of the trim, hardware and accessories to finish the job, available through the company's Corvette Parts Master Catalog.

CHS: '57 Corvette repro or custom
FS: stock or tubular A-arms with
coil-overs
RS: stock or four-link live-axle with
coil-overs



ENG: small-block Chevy
KIT: \$11,700
CC Industries, Dept. KC01, 5865 Sawyer
Rd., Sawyer, MI 49125, 616/426-3342



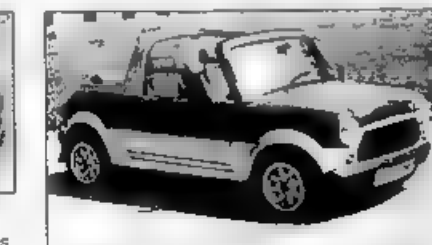
Finale
L: 167 inches W: 78 inches
H: 44 inches WB: 93.4 inches
WT: 2700 pounds
DONOR: Fiero
CHS: Fiero
FS/RS: Fiero
ENG: L4, V6 or V8
KIT: \$4995
T-K: \$12,995



Mini-Li
L: 120 inches W: 53 inches
H: 44 inches WB: 60 inches
WT: 1650 pounds
CHS: monocoque
FS/RS: independent
ENG: electric
KIT: \$13,995



Pup
L: 132 inches W: 53 inches
H: 44 inches WB: 86 inches
WT: 1250 pounds
DONOR: Mini-Cooper
CHS: monocoque
FS/RS: independent
KIT: \$3995



Mini-Cooper Premier
L: 120 inches W: 53 inches
H: 44 inches WB: 80 inches
WT: 1250 pounds
DONOR: Mini-Cooper
CHS: monocoque
FS/RS: independent
KIT: \$3995



Ninja-Min Mini-Cooper
L: 120 inches W: 60 inches
H: 40 inches WB: 80 inches
WT: 850 pounds
CHS: custom space frame
FS/RS: custom independent
ENG: motorcycle or Escort GT
KIT: \$6995



Wizard Maildown
('80s-style models available as well)
DONOR: VW sedan
FS/RS: stock
KIT: \$3295
Domino Cars USA, Dept. KC01, 102
New Haven Ave., Milford, CT 06460,
203/878-7352

BUYERS' GUIDE TO 160+ KITS



Classic 427

L: 165 inches W: 60.6 inches
H: 46 inches WB: 94.5 inches
WT: 2575 pounds
DONOR: Mustang II
CHS: box-tube ladder-type
FS: Mustang II
RS: Ford 9-inch four-link with coil-overs
ENG: Ford or Chevy small- or big-block V8
KIT: \$13,850



Sebring MX

L: 165 inches W: 71.6 inches
H: 62 inches WB: 94.5 inches
WT: 2550 pounds
DONOR: Mustang II
CHS: box-tube ladder-type
FS: Mustang II
RS: Ford 8.8-inch four-link
ENG: Ford or Chevy small-block V8
KIT: \$12,995



Saxon

L: 165 inches W: 64.6 inches
H: 62 inches WB: 94 inches
WT: 2500 pounds
DONOR: Mustang II
CHS: box-tube ladder-type
FS: Mustang II
RS: Ford 8.8-inch four-link
ENG: Ford or Chevy L4, V8 or small-block V8
KIT: \$11,995
Classic Roadsters, Dept. KC01, 1817 Main Ave., Fargo, ND 58103, 600/373-9000

44 KIT CAR



Contemporary Daytona Coupe

L: 171 inches W: 70 inches
H: 46.5 inches WB: 90 inches
WT: 2510 pounds
CHS: 4-inch round-tube space frame
FS: custom torsion bar
RS: Jaguar XKE
ENG: Ford 289 or 351W V8
KIT: \$66,500
T-K: \$90,000

Contemporary 427 SC Cobra Replica

L: 157 inches W: 70 inches
H: 46 inches WB: 90 inches
WT: 2450 pounds
CHS: 4-inch, round-tube, original-style, ladder-type frame
FS/RS: Jaguar XKE
ENG: Ford or Chevy V8
KIT: \$8795
T-K: \$40,500

Contemporary Classic Motor Car Company, Inc., Dept. KC01, 115 Hoyt Ave., Mamaroneck, NY 10543, 914/381-5678



D&R Python 2000

DONOR: Fiero
CHS: modified Fiero with 11-inch stretch
FS/RS: Fiero
ENG: Fiero or V8
KIT: \$9995
T-K: \$35,000

D&R Deceptor

(25th and 5000 styles)
DONOR: Fiero
CHS: modified Fiero
FS/RS: Fiero
ENG: Fiero
KIT: \$4495
T-K: \$35,000

D&R Replicas Inc., Dept. KC01, 526 Haycock Run Rd., Kintnersville, PA 18930, 610/647-2188



Euro-Works Mirage K

Euro-Works lets you have it both ways, using either stock wheels or racing wheels for the Mirage K or a stretched Fiero chassis for the Mirage S. You can also get the Mirage S on a custom tubular space frame with a high-performance suspension. Euro Works also has a tech line to assist with assembly and getting those screaming doors to fit just right.

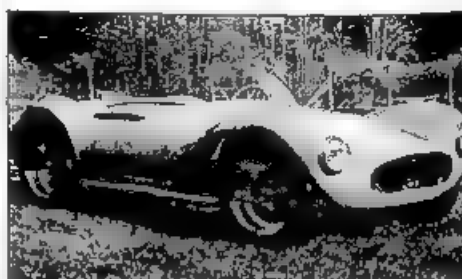
L: 168 inches W: 78 inches
H: 45 inches WB: 93.5 inches
DONOR: Fiero
FS/RS: Fiero
ENG: 350 Chevy V8
KIT: \$3795
T-K: \$22,000



Euro-Works Mirage S

L: 168 inches W: 78 inches
H: 42 inches WB: 98.5 inches
DONOR: Fiero
CHS: tubular space frame
FS/RS: Corvette
ENG: V8
KIT: \$4995
T-K: \$30,000

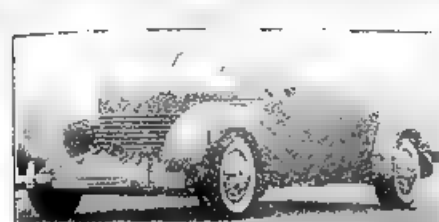
Euro-Works, Dept. KC01, 3771 Eileen Rd., Kettering, OH 45429, 513/293-6834



D&S Barchetta

CHS: box-tube ladder-type
FS: A-arms with coil-overs
RS: Alfa Romeo four-link live axle with coil-overs & Panhard rod
ENG: 3.6-liter Buick/Rover V8
KIT: \$13,000
T-K: \$45,000

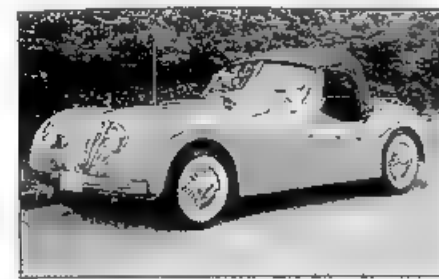
D&S Enterprises, Dept. KC01, 22711 Hwy. 38, Cheshire, OR 97419, 503/996-3283



Du Loux '37 Cord Sportsman Cabriolet

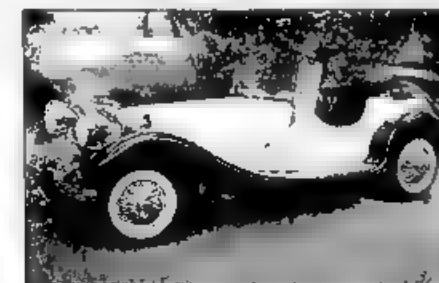
L: 195.5 inches W: 60 inches
H: 58 inches WB: 125 inches
WT: 3300 pounds
CHS: modified GM with X-member
FS/RS: '78-'83 GM midsize
ENG: Chevy or Ford small-block V8
KIT: \$18,500
T-K: \$49,000

Du Loux Motors, Ltd., Dept. KC01, 10493 Maranatha Pl., Grass Valley, CA 95949, 916/477-0707



Eagle Jaguar XK120

L: 176 inches W: 64 inches
H: 48 inches WB: 102 inches
WT: 2800 pounds
DONOR: Ford Mustang II
CHS: box-tube ladder-type
FS/RS: Ford Mustang II
ENG: Ford or GM L4, L6, V6 or V8
KIT: \$8995 to \$12,000



Eagle Jaguar SS100

L: 166 inches W: 64 inches
H: 51 inches WB: 108 inches
WT: 2300 pounds
DONOR: Ford Mustang II
CHS: box-tube ladder-type
FS/RS: Ford Mustang II
ENG: Ford or GM L4, V6 or V8
KIT: \$8295 to \$11,500
T-K: \$24,000

Eagle Coach Work, Inc., Dept. KC01, 760 Northland Ave., Buffalo, NY 14211, 716/897-4292



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115 Hoyt Avenue Mamaroneck, NY 10543
(914) 381-5678, Fax (914) 381-1953

AUTHORIZED DEALERS

- | | | | |
|---|---|--|---|
| ARIZONA Catalina Racing Systems Inc. 7501 N. 16th St. Chandler, AZ 85226 Larry Ford (602) 840-8040 | ILLINOIS Brenner Motorsports 16401 Interchange Dr. Palos Hills, IL 60465 Dan Carter (708) 536-0073 | NEW YORK (Long Island) Essex Productions Inc. P.O. Box 68 Merrick, NY 11451 Bill Granna (516) 822-1681 | TEXAS Merced Autocraft Inc. 2156 W. North West Hwy. Suite #400 Dallas, TX 75220 Bob Starnwood (214) 631-8111 |
| SO. CALIFORNIA Palm Springs Cars & Mustang 424 N. Gird Dr. Palm Springs, CA 92267 Don Borgers (619) 380-3312 | MASSACHUSETTS Sport of Kings 1000 Atlantic Street Roslindale, MA 02126 Bob Bolman (617) 585-0830 | OHIO A.G. Exotic Cars Inc. 1955 York Delta Unit J M. Reynolds, OH 44133 Andy or Dan Feller (216) 582-5444 | CANADA BRITISH COLUMBIA Boss Automotives 2751 Smith Street Richmond, B.C. V6X 8J5 Glen Davis (604) 270-9406 |
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| FLORIDA & GEORGIA Canevara Motorsports Inc. 14-255-3 Camino Drive P.O. Box 422 Ft. Myers, FL 33912 Garry Canevara Michelle Roper (813) 488-4848 | NEW YORK (Columbia) Columbia Replicas P.O. Box 422 Haworth, NJ 07038 Glen Corvelli (516) 783-1881 | PENNSYLVANIA Country Restorations 1451 Shaversburg Ave. W. Wyomissing, PA 19384 Pete Palzer (717) 286-2861 (Phone & Fax) | NEW CAR SHOWCASE Vehicles for sale only! Overwatch Chrysler Plymouth Dodge 821 W. Potters Avenue Greenwich, CT 06830 John Wade (203) 488-9006 |

BUYERS' GUIDE TO 160+ KITS



ERA GT

L: 165 inches W: 70 inches
H: 40.5 inches WB: 95 inches
WT: 2400 pounds
CHS: stainless-steel semimonocoque with tubular-steel front and rear subframes
FS: A-arms with coil-overs and cast-alloy uprights
RS: trailing arms, transverse top link and lower wishbones, coil-over shocks and cast-alloy hub carriers
ENG: Ford small-block V8
KIT: \$49,900
T-K: \$110,000



ERA 289 FIA Cobra

L: 151.5 inches W: 68 inches
H: 49 inches WB: 90 inches
WT: 2350 pounds
CHS: box-tube ladder-type with X-brace
FS: custom A-arms with coil-overs and Camaro spindles
RS: modified Jaguar XJS
ENG: Ford or Chevy small-block V8
KIT: \$14,900
T-K: \$39,900



ERA 427 SC Cobra

L: 156 inches W: 68 inches
H: 49 inches WB: 90 inches
WT: 2550 pounds
CHS: box-tube ladder-type with X-brace
FS: custom A-arms with coil-overs and Camaro spindles
RS: modified Jaguar XJS
ENG: Ford or Chevy V8
KIT: \$17,800
T-K: \$42,900

ERA Replica Automobiles, Dept. KC01,
106-012 E. Main St., New Britain, CT
06051-2013/224-0253

48 KIT CAR

Exotic Illusions Eurosex 1000

To simplify assembly, the Eurosex 1000 body kit for the Fiero comes with the doors and hood already hung and the wing and recessed headlamp pods installed. The gelcoated inner liners for the rear decks and front hood are bonded in for a smooth finish. Also, the interior features a molded fiberglass console and dash with VDO gauges.

L: 163 inches W: 81 inches
WB: stock
DONOR: Fiero
CHS: Fiero
FS/RS: Fiero



ENG: Fiero or Chevy V8
KIT: \$5,000
T-K: \$40,000
Exotic Illusions, Dept. KC01, R. 347
Main St., Dickson City, PA 18519,
717/383-1206



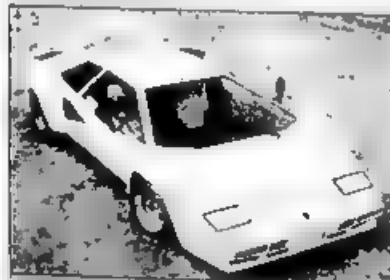
E.E. Cavallo 308

DONOR: Firebird or Camaro
FS/RS: Firebird or Camaro
ENG: GM V6 or V8
KIT: \$3000 to \$6000
T-K: \$12,000



E.E. Countach 5000 Convertible

L: 165.4 inches W: 83 inches
H: 41 inches WB: 93.4 inches
WT: 2705 pounds
DONOR: Fiero
FS/RS: Fiero
ENG: V6, V8, 350 LT1, 400 V10
KIT: \$7000 to \$17,000
T-K: \$35,000



E.E. Countach 5000 GT

L: 165.4 inches W: 83 inches
H: 41 inches WB: 93.4 or 98.5 inches
WT: 2705 pounds
DONOR: Fiero
CHS: Fiero or original length, custom tubular space frame
FS/RS: Fiero
ENG: Fiero 14 or V6, V8, V10, or V12
KIT: \$4500 to \$15,000
T-K: \$30,000



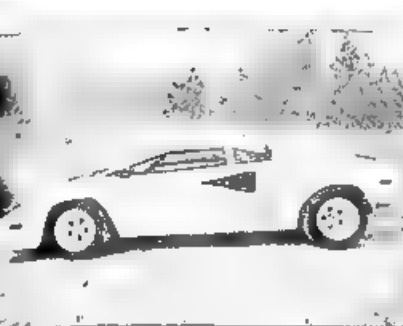
E.E. F4T

L: 170 inches W: 76 inches
H: 42 inches WB: 93.5 inches
WT: 2703 pounds
DONOR: Fiero
FS/RS: Fiero
ENG: Fiero 14 or V6
KIT: \$4400 to \$11,000
T-K: \$24,000



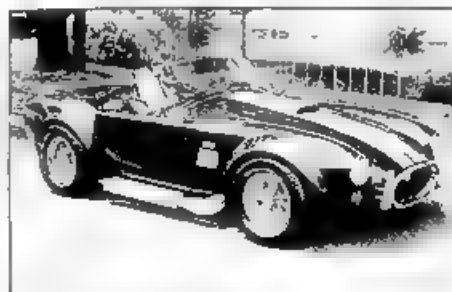
E.E. Exotic 25th

L: 166.4 inches W: 83 inches
H: 41 inches WB: 93.4 or 98.5 inches
WT: 2710 to 2765 pounds
DONOR: Fiero
FS/RS: Fiero
ENG: V6, V8, LT1, V10 or V12
KIT: \$6000 to \$14,500
T-K: \$35,000



E.E. Mongoose

L: 164 inches W: 78.7 inches
H: 42.1 inches WB: 98.4 inches
WT: 2850 pounds
DONOR: Fiero
CHS: semimonocoque
FS: custom A-arms with coil-overs
RS: Fiero
ENG: transverse V8, V6
KIT: \$3500 to \$14,900
T-K: \$40,000
Easton Armstrong Engineering, Dept.
KC01, P.O. Box 801501, Houston, TX
77280, 713/461-3834



Everett-Morrison 427 SC Cobra

L: 162 inches W: 71.5 inches
H: 52 inches WB: 90 inches
WT: 2600 pounds
CHS: 4 inch, round-tube ladder-type
FS: Mustang II, Corvette, Jaguar or custom A-arms with coil-overs
RS: Mustang, Corvette, Jaguar or Lincoln Mark VIII
ENG: Ford or Chevy V8
KIT: \$14,876
T-K: \$31,640
Everett-Morrison Motorcars, Dept.
KC01, 5137 W. Clifton St., Tampa, FL
33634, 813/887-5885

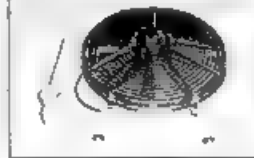
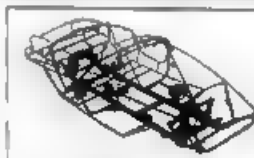
Cobra Parts Specialists



PHASE I KITS START AT \$15,900

427 S/C FIBERGLASS BODY
\$2,500.00

(Includes Hood, Trunk & Doors)

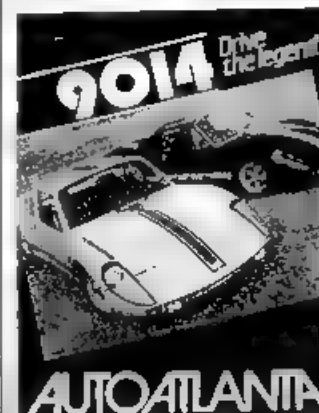


427 & 289 FRAMESCALL
427 SHIFTER \$139.00
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WINDSHIELDS \$599.00
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427 COBRA EMBLEM \$13.95
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ORG. STYLE LEATHER SEATS \$899.00
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605 S. Marietta Parkway, Marietta Ga 30060

770-427-2844

BUYERS' GUIDE TO 160+ KITS



FFR 427 Cobra

L: 160 inches W: 74 inches
H: 44 inches WB: 90 inches
WT: 1875 pounds
DONOR: '87 & later 5.0 Mustang
CHS: round-tube space frame
FS: modified 5.0 Mustang with custom upper A-arms & coil-overs
RS: modified Ford 8.8-inch live axle
KIT: \$9900
T-K: \$22,500
Factory Five Racing, Dept. KC01, 368 Elm St., South Dartmouth, MA 02748, 508/984-3588



Fiber Jet Bravossa

L: 158 inches W: 78 inches
H: 48 inches WB: 96.5 inches
WT: 2400 pounds
DONOR: 914 Porsche
ENG: V8, V6 or stock
KIT: \$3500
Fiber Jet Industries, Inc., Dept. KC01, 221 W. Ivy St., Roseville, CA 95678, 916/783-3198



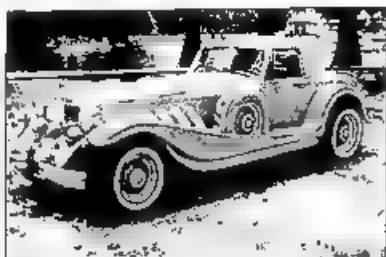
GlasTech Pirana

DONOR: Euro
ENG: V8
KIT: \$2995
T-K: \$9995
GlasTech, Inc., Dept. KC01, 33 Main St., Harveysburg, OH 45032, 513/897-2470



J.P.R. Wildcat

L: 168 inches W: 72 inches
H: 44 inches WB: 96 inches
WT: 1908 pounds
DONOR: Mustang II or Pinto
CHS: box-tube space frame
FS: Mustang II or tubular A-arms
RS: Mustang II 8-inch
ENG: Ford or Chevy L4, V6 or V8
KIT: \$8500
T-K: \$20,000
G.T. Motorsports, Dept. KC01, 6883 Root Rd., North Ridgeville, OH 44039, 216/327-6451



Gatsby

DONOR: Ford or GM full-size
ENG: customer choice
KIT: \$3000
Gatsby Coachworks, Dept. KC01, 1541 Almaden Rd., San Jose, CA 95125, 408/275-8752



Hi-Tech 427 S/C Cobra

L: 152 inches W: 70 inches
H: 43 inches WB: 90 inches
WT: 2550 pounds
CHS: original-style round-tube ladder-type
FS/RS: A-arms with coil-overs
ENG: Ford or Chevy V8
KIT: \$16,000
T-K: \$45,000

Hi-Tech 427 Street Cobra

L: 152 inches W: 68 inches
H: 43 inches WB: 90 inches
WT: 2500 pounds
CHS: original-style 4-inch round-tube ladder-type
FS/RS: A-arms with coil-overs
ENG: Ford V8
KIT: \$16,000
T-K: \$45,000



I.C.M. Speedster M-2

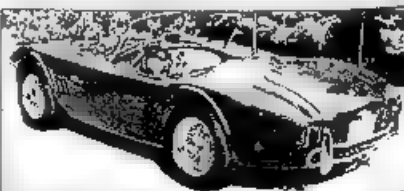
Just introduced last spring, the Speedster M-2 is a new flared version of the legendary Porsche Speedster 356, with fairs similar to the 911's. The kit uses a shortened VW pan with a Type I engine ranging from 1600 to 3000 cc. Built with precision hand-laid fiberglass, the Speedster M-2 is available in either kit or turn-key form.
L: 153 inches W: 67 inches
WT: 2250 pounds WB: 81 inches
CHS: VW
FS: lowered ball joint
RS: torsion bar and swing axle
ENG: 1600-3000cc VW or Porsche
KIT: \$9000
T-K: \$17,500

I.C.M. Industries, Dept. KC01, 2815 N. Lima St., Burbank, CA 91504, 818/558-1773



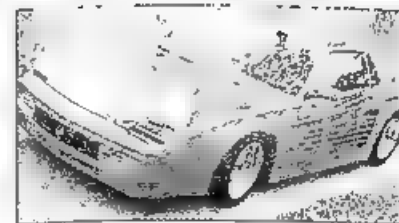
Hi-Tech 289 FIA Cobra

WB: 90 inches
WT: 2300 pounds
CHS: original-style 3-inch round-tube ladder-type with transverse leaf springs or 4-inch round-tube with 427-style suspension and coil-overs
ENG: Ford or Chevy small-block V8
KIT: \$16,000 to \$24,000
T-K: \$35,000



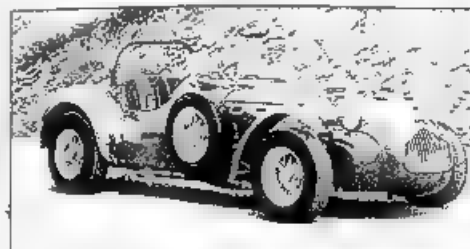
Hi-Tech 289 Street Cobra

L: 153 inches W: 64.5 inches
H: 43 inches WB: 90 inches
WT: 2300 pounds
CHS: original-style 3-inch round-tube ladder-type with transverse leaf springs or 2x3 inch box-tube with Mustang II front end & Ford 9-inch rear end
ENG: Ford or Chevy small-block V8
KIT: \$16,000 to \$20,000
T-K: \$35,000
Hi-Tech Motorsports, Dept. KC01, 2204 W. Southern Ave., Tempe, AZ 85282, 602/431-9400



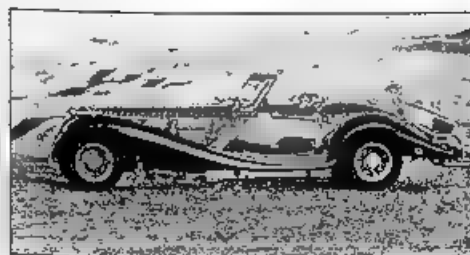
Handcraft Motorcar GT 2+2

L: 186 inches W: 79.5 inches
H: 47 inches WB: 101 inches
WT: 3300 pounds
DONOR: '82-'92 Camaro/Firebird
FS/RS: 82-'92 Camaro/Firebird
ENG: V6 or V8
KIT: \$4995
T-K: \$19,995
Handcraft Motorcar Co., Dept. KC01, 6805 Riverview Blvd., Bradenton, FL 34209, 813/794-2420



Hardy Motors Allard J2X

L: 163 inches W: 67 inches
H: 44 inches WB: 102 inches
WT: 2050 pounds
CHS: tubular-steel, ladder frame
FS: VW twin torsion bar
RS: GM 10-bolt
ENG: Chevy, Cadillac or Chrysler V8
KIT: \$9550
T-K: \$38,400
Hardy Motors, Dept. KC01, P.O. Box 1302, Bonita, CA 91908, 619/421-5920, brochure \$5 or video \$23



Heritage Renaissance 500K

L: 191 inches W: 76 inches
H: 56 inches WB: 120 inches
WT: 3900 pounds
DONOR: '70-'81 Camaro
CHS: box-tube ladder-type
FS/RS: GM Camaro
ENG: GM, Ford or Chrysler V8
KIT: \$21,000
T-K: \$52,500
Heritage Club International, Dept. KC01, 1 Heritage Pl., Frazee, MN 56544, 218/334-3500

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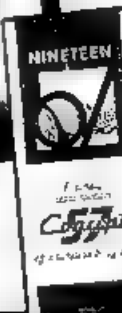
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BUYERS' GUIDE TO 160+ KITS



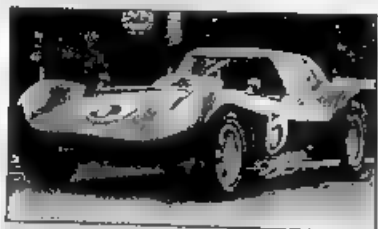
I.E. Magna

CHS: box-tube space frame
ENG: small- or big-block Chevy V8
with custom U-drive
KIT: \$8995
T-K: \$35,000



I.E. IEX Turbo

CHS: Fiero
ENG: Fiero
KIT: \$5700
T-K: \$25,000



I.E. Cheetah

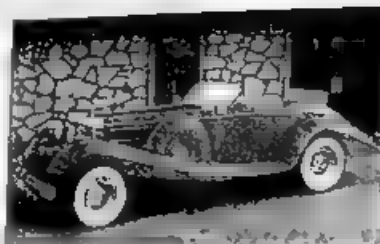
CHS: Corvette or custom
semi-monocoque
FS/RS: Corvette
ENG: small- or big-block Chevy V8
KIT: \$7995
T-K: \$45,000



I.E. 911

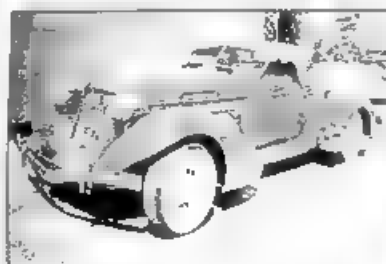
CHS: Fiero, VW or Porsche 911
ENG: Fiero, VW or Porsche 911
KIT: \$4700
T-K: \$25,000

50 KIT CAR



I.E. 500K Roadster

CHS: box-tube ladder-type
FS/RS: GM midsize
ENG: Ford or Chevy V8
KIT: \$8995
T-K: \$60,000



I.E. Auburn

CHS: modified GM midsize
FS/RS: GM midsize
ENG: Ford or Chevy V8
KIT: \$8995
T-K: \$47,000



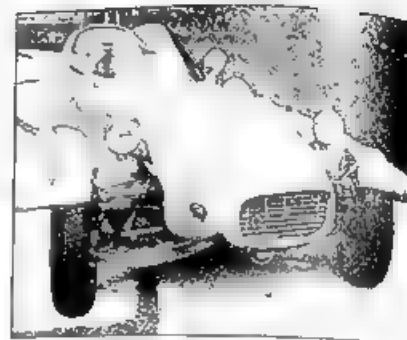
I.E. LaGrande

CHS: box-tube ladder-type
FS/RS: GM midsize
ENG: Ford or Chevy V8
KIT: \$11,500
T-K: \$75,000



I.E. '34 Ford Coupe

CHS: box-tube ladder-type
FS/RS: Mustang II
ENG: Ford or Chevy V8
KIT: \$7900
T-K: \$27,000



Hudson Kindred Spirit

L: 134 inches W: 66 inches
H: 38 inches WB: 98 inches
WT: 750 pounds

DONOR: Renault R-5 Le Car
CHS: custom tubular steel
FS: stock front-wheel drive
RS: coil-over with trailing arm
ENG: 1397cc Renault R-5 Le Car
KIT: \$4000

Hudson Component Cars, Dept. KC01,
c/o The W.A. Seiler Company, 6124
Washington Cir., Wauwatosa, WI 53213-
2452, 414/771-8341



Innovations 930-VEE

DONOR: VW Beetle
FS/RS: stock
ENG: VW or adapters available for
V6, RX-7 or Porsche
KIT: \$1895
T-K: \$6000

Innovations in Fiberglass, Dept. KC01,
P.O. Box 55301, Phoenix, AZ 85078-
5301, 602/377-0104



427 Cobra Roadster

CHS: Corvette or box-tube
ladder-type
FS: Corvette or Mustang II
RS: Corvette or Ford 9-inch
ENG: Chevy or Ford V8
KIT: \$8995
T-K: \$45,000

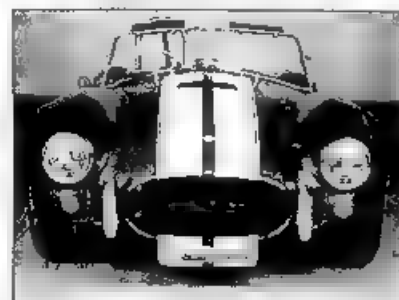
Indy Exotics, Dept. KC01, 1551
Churchman Ave., Indianapolis, IN
46203, 317/784-1119



Integrity GT40 MK I

L: 180 inches W: 70 inches
H: 40.5 inches WB: 95 inches
WT: 1900 pounds

CHS: box-tube space frame with
optional open-top version
FS: custom A-arms with '84-'87
Corvette brakes
RS: I.C.W. '84-'87 Corvette
ENG: Ford 289 to 428 V8
KIT: \$22,000
T-K: \$75,000



Integrity 427 Cobra

L: 152 inches W: 68 inches
H: 43 inches WB: 90 inches
WT: 2300 pounds

CHS: box tube ladder frame
FS: '84-'87 Corvette
RS: '84-'87 Corvette
ENG: Ford 289 to 428 V8
KIT: \$7500
T-K: \$40,000

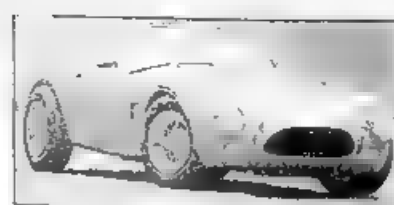
Integrity Coach Werks, Dept. KC01,
895-4 NE Dixie Hwy., Jensen Beach, FL
34957, 407/334-3004



Jovi Autobahn Cruiser

DONOR: Chrysler LeBaron convertible
FS/RS: lowered LeBaron
ENG: stock
KIT: \$5995
T-K: \$26,995

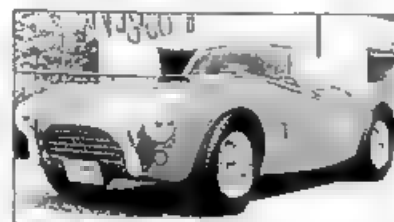
Jovi, Ltd., Dept. KC01, 6278 N. Federal
Hwy., Ste. 259, Ft. Lauderdale, FL
33308, 305/568-9534



JCF 289 Street Cobra

CHS: box-tube ladder-type or
original style round tube
FS: narrowed Mustang II
RS: narrowed Ford 9 inch
ENG: small-block Ford V8
KIT: \$9300
T-K: \$32,000

John's Custom Fabrication, Dept.
KC01, 1515 Newmark Ave., Coos Bay,
OR 97420, 503/888-9313



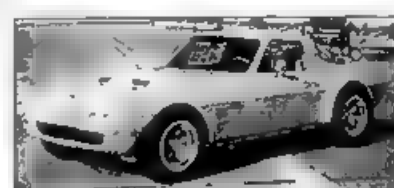
Johnex 289 Cobra



Johnex 427 Cobra

CHS: tubular space frame
FS: tubular A-arms with coil-overs
RS: Ford 9-inch with custom links
ENG: Ford V8
KIT: \$7000
T-K: call for quote

Johnex Cobras, Dept. KC01, 18
Strathearn Ave., Bldg. A North No. 36,
Brampton, Ontario L6T 4L8, Canada,
905/790-0470

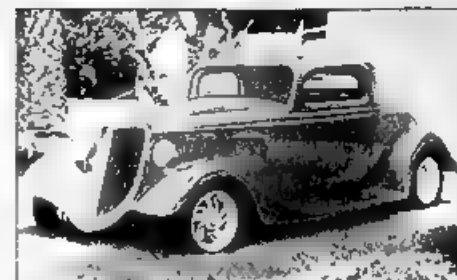


Mid-America Corvette Grand Sport II

L: 172 inches W: 69 inches
H: 40 inches WB: 98 inches
WT: 2400 to 2700 pounds

CHS: '63-'67 Corvette tub or tubular
space frame
FS/RS: '63-'67 or '84-'90 Corvette
ENG: small- or big-block Chevy
KIT: roadster \$4300 to \$24,000,
coupe \$4500 to \$25,000
T-K: roadster \$55,000,
coupe \$60,000

Mid-America Industries, Inc., Dept.
KC01, 1519 E. 1st Ave., Milan, IL 61264,
309/787-5119

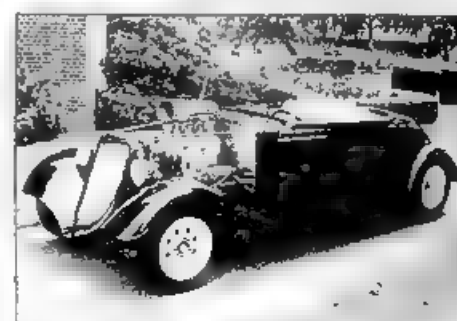


LA Exotics '34 Coupe

L: 161 inches W: 67 inches
H: 56 inches WB: 112 inches

CHS: original-style box-tube frame
FS: custom IFS K-member with
Mustang II A-arms
RS: 9-inch Ford four-link with
coil-overs

ENG: Ford or Chevy V8
KIT: \$10,995 to \$15,995
T-K: \$27,000

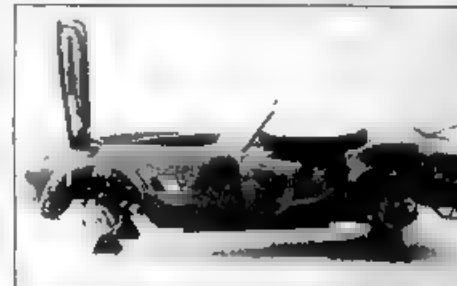


LA Exotics '34 Roadster

L: 161 inches W: 67 inches
WB: 112 inches

CHS: original-style box-tube frame
FS: custom independent K-member
with Mustang II A-arms
RS: four-bar Ford 9-inch with
coil-overs

ENG: Ford or Chevy V8
KIT: \$10,995
T-K: \$27,000



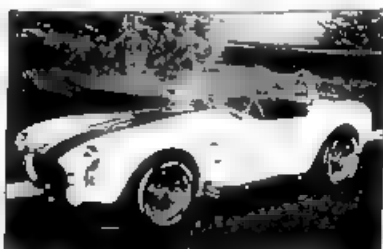
LA Exotics Cobra

L: 157 inches W: 70 inches
H: 46 inches WB: 90 inches
WT: 2400 pounds

CHS: box tube ladder-type
FS: Mustang II or custom tubular
A-arms with coil-overs
RS: Ford 9 inch live axle
KIT: \$6995

T-K: \$21,995
LA Exotics, Dept. KC01, 8900 Knott
Ave., Unit E, Buena Park, CA 90621,
714/523-8484

BUYERS' GUIDE TO 160+ KITS



LS 427 Cobra

L: 160 inches W: 72 inches
H: 47.5 inches WB: 94 inches
WT: 2400 pounds
CHS: box tube with X-brace
FS: tubular A-arms with coil-overs
RS: four-link live axle with Panhard bar and coil-overs
ENG: Ford or Chevy V8
KIT: \$2500
T-K: \$22,500



LS 40

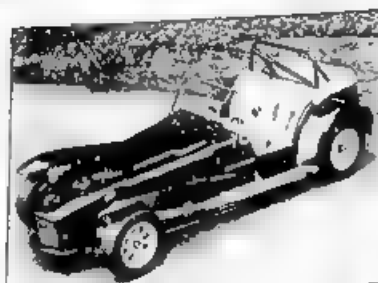
L: 172 inches W: 78 inches
H: 41 inches WB: 101 inches
WT: 2400 pounds
CHS: tubular space frame
FS/RS: tubular A-arms with coil-overs
ENG: small-block Ford V8
KIT: \$19,500
T-K: \$39,995
Lone Star Classics, Inc., Dept. KC01,
715 Katy Rd., No. 2306, Keller, TX
74248, 817/431-5422



Mirror Image Motorworks R 5000

L: 164 inches W: 78 inches
H: 42 inches WB: 98.4 inches
WT: 2900 pounds
CHS: tubular space frame
FS: custom A-arms with coil-overs
RS: '86 or later Corvette with coil-overs
ENG: small-block V8
KIT: \$12,650 to \$21,450
T-K: \$74,800

Mirror Image Motorworks, Dept. KC01,
616 Wagon Wheel Dr., Round Rock, TX
78681, 512/218-8290



LC Viking

L: 124.5 inches W: 64 inches
H: 39 inches WB: 91 inches
WT: 1250 pounds
DONOR: Mazda RX 7 or Miata
CHS: tubular space frame
FS: Triumph Spitfire with custom upper A-arms
RS: Mazda RX 7
ENG: RX 7 rotary or Miata L4
KIT: \$9500
T-K: \$25,000



LC Evolution Europa

L: 162.75 inches W: 68 inches
H: 42 inches WB: 92.5 inches
WT: 1625 pounds
DONOR: Lotus Europa
CHS: backbone-type
FS/RS: A-arms with coil-overs
ENG: 255-450hp Mazda RX-7 rotary
KIT: \$4900
T-K: \$60,000

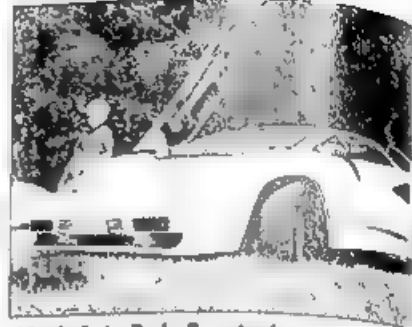
Laminar Concepts, Dept. KC01, 172 E.
Knowlton Rd., Media, PA 19063,
610/566-7947



MidStates 427 Cobra

L: 157 inches W: 72 inches
H: 45 inches WB: 90 inches
WT: 2700 pounds
CHS: box- or round-tube ladder frame
FS: Mustang II, Corvette, Jaguar or custom tubular
RS: Ford 9-inch, Corvette, Jaguar or Thunderbird
ENG: Ford or Chevy V8
KIT: \$18,000
T-K: \$40,000

MidStates Classic Cars & Parts, Inc.,
Dept. KC01, P.O. Box 427-P, 835 W.
Grant, Hooper, NE 68031, 402/854-2772



Mac's Auto Body Countach

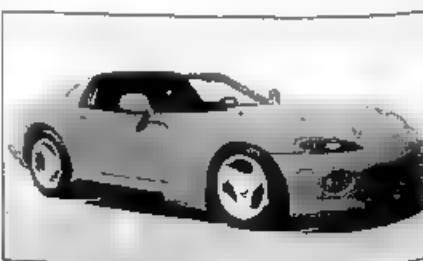
L: 165.4 inches W: 84 inches
H: 41 to 42 inches WB: 93.4 inches
WT: 2600 pounds
DONOR: Fiero
FS/RS: Fiero, lowered
ENG: stock V6 or V8
KIT: \$3,995 to \$4,995
T-K: \$27,000



Mac's Auto Body Ferrari 308-328

L: 174 inches W: 74 inches
H: 46 inches WB: 93.4 inches
WT: 2700 pounds
DONOR: Fiero
FS/RS: Fiero, lowered
ENG: L4, V6 or V8
KIT: \$3995

Mac's Auto Body, Dept. KC01, 4427
Maygog Rd., Sarasota, FL 34233,
813/921-4420



M&M Auto Vetper

L: 175.1 inches W: 75.7 inches
H: 45 inches WB: 96.2 inches
DONOR: '84 & later Corvette
FS/RS: Corvette
ENG: Corvette
KIT: \$6000
T-K: \$23,000 to \$30,000
M&M Auto, Dept. KC01, 531 NW 1st
Ave., Ft. Lauderdale, FL 33301,
305/487-1627



N.A.C. Tomahawk

DONOR: 70-78 Datsun Z
FS/RS: stock Z-car
ENG: stock L6 or V8
KIT: \$3395

Native American Craftsman, Dept.
KC01, 7019 32nd St., North Highlands,
CA 95660, 916/348-8950



Arkley SS

L: 123 inches W: 60 inches
H: 48 inches WB: 80 inches
WT: 1540 pounds
DONOR: MG Midget or Austin Healey
Sprite
FS/RS: stock
ENG: stock, Datsun L-series or
Mazda rotary
KIT: \$1295
T-K: \$6000

North American Arkley, Dept. KC01,
P.O. Box 18667, Asheville, NC 28814,
704/628-9626



Nereia

L: 172 inches W: 71 inches
H: 43 inches WB: 94.5 inches
WT: 2000 pounds
CHS: custom with GM front drive
trans and brakes
FS: Mustang II-style A-arms
RS: Porsche or transverse V6 or V8
ENG: Porsche, V6 or V8
KIT: \$6485
T-K: \$28,500

Nereia Cars, Dept. KC01, 5316 Denree
Dr., Wilmington, NC 28405, 910/791-8546

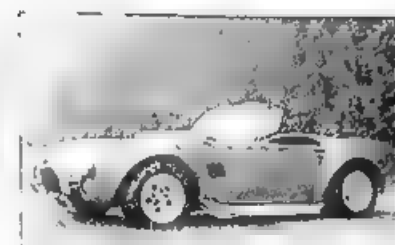
Exotic SL

Designed to mount on '87-'95 Chrysler LeBaron convertibles, the panels for New
England Exotic Rebodies' Exotic SL
kits are prefitted for accuracy before
shipping. The company provides all
accessories, financing and a travel
expense program for those who wish
to inspect a vehicle on display. Send
\$5 for an info pack.

DONOR: Chrysler LeBaron
convertible

FS/RS: stock, lowered
ENG: stock turbo L4 or V6

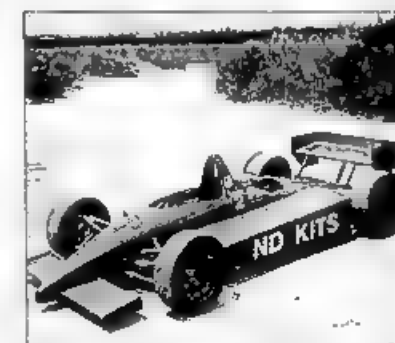
New England Exotic Rebodies, Dept. KC01, P.O. Box 1195, Haverhill, MA 01831,
508/374-7503



Pigeon Performance 427 Cobra

L: 162 inches W: 76.5 inches
H: 52 inches WB: 90 inches
WT: 2200 to 2500 pounds
CHS: 4-inch round-tube ladder-type
with X-brace
FS/RS: '84-'95 Corvette
ENG: Ford or Chevy small- or big-
block V8
KIT: \$5000
T-K: \$34,000

Pigeon Performance, Dept. KC01, 1420
RTE 125, St. Julien, Quebec, JOK
2T0, Canada, 514/831-2791



ND Tech Formula Race Car

L: 180 inches W: 80 inches
H: 42 inches WB: 116 inches
WT: 1900 pounds
CHS: '78-'83 GM midsize with
tubular space frame
FS: custom A-arms with inboard
coil-overs actuated by push-pull
rod and bellcrank
RS: Corvette or Jaguar
ENG: V6 or small-block V8
KIT: blueprints \$23, nose \$100,
wing \$100

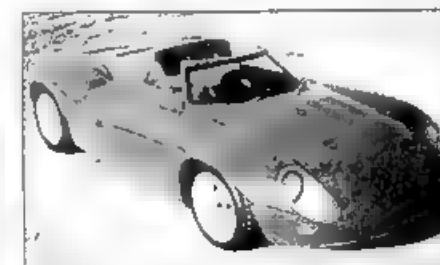
ND Tech, Dept. KC01, P.O. Box 26721,
Tucson, AZ 85728, 520/624-3907



Precision GT 250 California

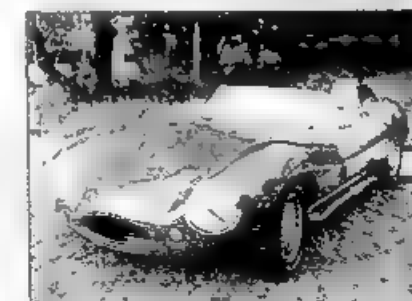
L: 173 inches W: 56.8 inches
H: 50 inches WB: 102.3 inches
WT: 2500 pounds
CHS: backbone/space frame
FS: tubular A-arms with coil-overs
RS: four-link live axle with
Panhard rod
ENG: Ford 351W, 302 or 289 Chevy
small-block
KIT: \$9950
T-K: \$46,000

Precision Design & Engineering, Dept.
KC01, 1819 Oak Hill Dr., Escondido, CA
92027, 619/740-0230



Predator F-Type Jaguar

L: 176.5 inches W: 73 inches
H: 32.5 inches WB: 97 inches
WT: 2700 pounds
DONOR: XJS Jaguar
CHS: tubular steel racing chassis
mated to space frame
FS: XJ6 Jaguar
RS: XJ40 Jaguar
ENG: V12 Jaguar or V8 with Pantera
transaxle
KIT: \$30,000
T-K: \$115,000



Predator D-Type Jaguar

L: 157 to 164 inches W: 65.5 inches
H: 40 inches WB: 90 inches
WT: 2100 pounds
CHS: tubular steel with backbone
FS/RS: XJ6 Jaguar
ENG: Jaguar L6 or Chevy V8
KIT: \$15,000
T-K: \$45,000

Predator Performance, Inc., Dept.
KC01, 12280 75th St. North, Largo, FL
34643, 813/539-0218

BUYERS' GUIDE TO 160+ KITS

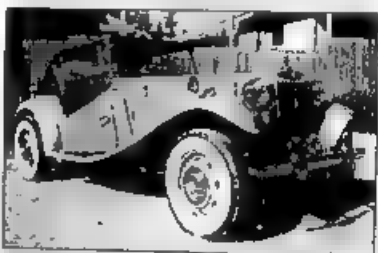


PR&D '55 Chevy Bel Air

L: 180 inches W: 70 inches
H: 58 inches WB: 116 inches
WT: 2950 pounds
CHS: modified '77-'94 Chevy Caprice
FS/RS: stock coil spring
ENG: 305 or 350 V8
KIT: \$9900
T-K: \$39,900

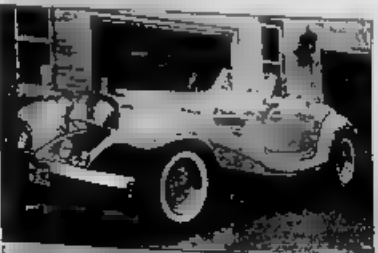
PR&D '57 Chevy Bel Air

L: 180 inches W: 70 inches
H: 58 inches WB: 116 inches
WT: 2950 pounds
CHS: modified '77-'94 Chevy Caprice
FS/RS: stock coil spring
ENG: 305 or 350 V8
KIT: \$9700
T-K: \$44,900



PR&D '52 MGTD

L: 146 inches W: 59 inches
H: 52 inches WB: 94.5 inches
WT: 1350 to 1590 pounds
DONOR: VW Beetle or '76-'89
Chevrolet/Cadillac
CHS: custom tubular frame
FS/RS: VW or stock coil spring
ENG: VW Type I, L4 or V6
KIT: \$9500
T-K: \$17,500



PR&D '34 Mercedes 500K

L: 195 inches W: 78 inches
H: 56 inches WB: 121 inches
WT: 3450 pounds
DONOR: '74-'94 Ford LTD
CHS: modified Ford LTD
FS/RS: Ford coil spring
ENG: 302 V8
KIT: \$12,900
T-K: \$49,600

Nice Car Reflection Series

Value-priced as low as \$9995, the Reflection Series replicates the famed '67 Corvette starts with the proven '78-'88 GM midsize chassis and adds a sturdy steel-panel inner structure. This replica is slightly larger in the cockpit than the original vehicle and has an opening trunk lid. Turn-keys starting at \$24,995, include a Chevy V8, air conditioning, power windows, power brakes, a tilt wheel and a 12-month/12,000-mile warranty.

L: 179 inches W: 69.6 inches
H: 49.5 inches WB: 100 inches
WT: 2800 pounds



DONOR: midsize GM '88
CHS: steel panel tub frame
FS: Chevy independent
RS: GM rear end
ENG: Chevy V8 or 427 V8
T-K: \$29,995

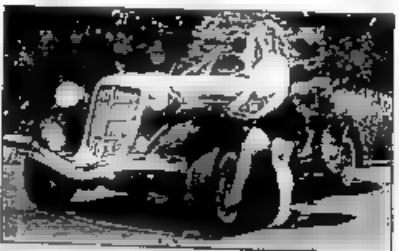
Nice Car Company, Dept. KC01, Box 265, Glyndon, MN 56547, 800/753-4158



Rayco Slant-Nose 986 Porsche

L: 156 inches W: 68.5 inches
H: 50 inches WB: 96 inches
WT: 2140 pounds
DONOR: 914 Porsche
FS/RS: stock
ENG: stock, V6, V8 or rotary
KIT: \$1635

Rayco, Inc., Dept. KC01, c/o Dan Sigler, 1710 Delmar Blvd., St. Louis, MO 63103, 314/621-1321



PR&D Auburn 4-Passenger Landau Phaeton

L: 210 inches W: 68 inches
H: 57 inches WB: 127 inches
WT: 3550 pounds
DONOR: '77-'94 Chevy Caprice
CHS: tubular frame
FS/RS: stock coil spring
ENG: 305 or 350 V8
KIT: \$15,200
T-K: \$49,500

PR&D '35 Auburn 2-Passenger Speedster

L: 210 inches W: 68 inches
H: 57 inches WB: 127 inches
WT: 3400 pounds
DONOR: '77-'94 Chevy Caprice
CHS: tubular frame
FS/RS: stock coil spring
ENG: 305 or 350 V8
KIT: \$14,200
T-K: \$46,500

Prototype Research & Development Ltd., Dept. KC01, 230 Albert St., Campbellford, Ontario K0L 1L0, Canada, 705/853-4525

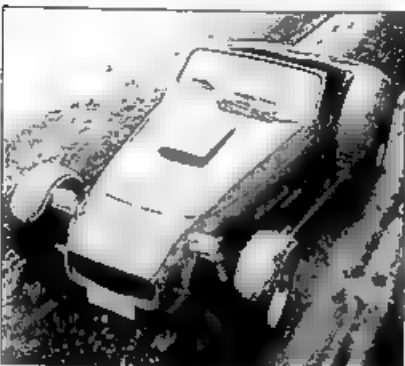


P.R.O. S.C.A. Porsche 940

L: 160 inches W: 73 inches
H: 44 inches WB: 96.5 inches
WT: 1995 pounds
DONOR: Porsche 914
FS: 911 struts, steering and brakes
RS: 911 or 914

ENG: Mazda rotary, 2.8 Ford or Chevy, 3.8 Chevy, 4.3 Chevy, 302 Ford or small block Chevy V8
KIT: body \$2700, engine conversion \$2900
T-K: \$7000 to \$17,000

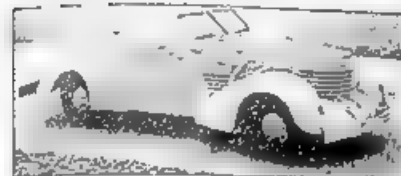
P.R.O. S.C.A., Dept. KC01, 16529 Sierra Hwy., Santa Clarita, CA 91351, 805/251-5910



Diva Roadster

L: 147 inches W: 69 inches
H: 43 inches WB: 94.5 inches
WT: 2000 pounds
CHS: tubular space frame
FS: custom A-arms with coil-overs and Mustang II spindles
RS: five-link Ford 9-inch with coil-overs
ENG: Chevy V8
KIT: \$8995
T-K: call for quote

"R" Motor Sport, Dept. KC01, 112 W. Meadows Dr., Rochester, NY 14616, 716/865-0199



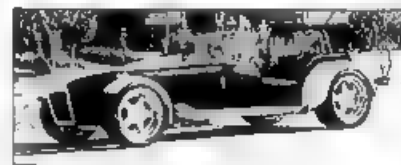
RR Coffin Nose

WB: 94.5 inches
WT: 1900 pounds
DONOR: VW Beetle
CHS: VW pan
FS: VW Beetle or Ghia
RS: VW Beetle
ENG: electric
KIT: \$4795
T-K: \$22,000



RR Vakaro

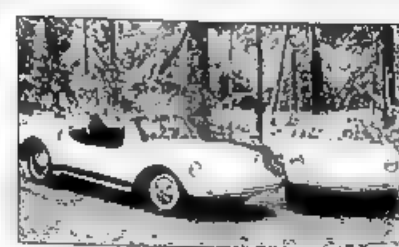
H: 40 inches WB: 60 inches
WT: 1400 pounds
DONOR: VW Beetle
CHS: VW pan
FS: VW Beetle or Ghia
RS: VW Beetle
ENG: electric, rotary or V6
KIT: \$1795
T-K: \$12,000



Lotus Seven and Lotus Eight

L: 144 inches W: 66 inches
H: 44.25 inches WB: 97.5 inches
WT: 1263 to 1584 pounds
FS: inboard coil-overs
RS: live axle or independent
ENG: customer choice
KIT: \$12,585 to \$22,685
T-K: \$27,850 to \$34,895

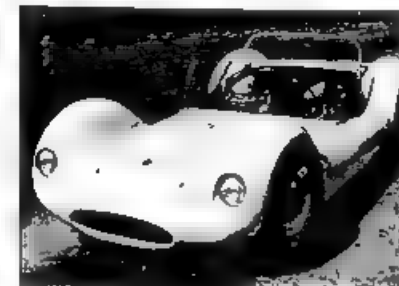
Lotus Ltd., Dept. KC01, 7315 Parkview Dr., Frederick, MD 21702, 301/473-7988 or 301/416-7277



RR Dauphin 2+2

L: 163 inches WB: 94.5 inches
WT: 1550 pounds
DONOR: VW Beetle
CHS: VW pan
FS: VW Beetle or Ghia
RS: VW Beetle
ENG: electric, rotary or V6
KIT: \$1995
T-K: \$12,000

Redhead Roadsters, Dept. KC01, P.O. Box 24, Wartburg, WA 99361, 509/337-6832



RHM Replica Birdcage

L: 145 inches W: 63 inches
H: 39.5 inches WB: 88 inches
WT: 1400 pounds
DONOR: Porsche
CHS: 1.5-inch tubular frame
FS: VW Type I
RS: VW Type III
ENG: Porsche or air-cooled VW
T-K: \$12,500

Rising House Motors, Dept. KC01, 56 Grand Summit Rd., Cambridge, KS 67023, 316/467-2265



Shell Valley Cobra

CHS: box-tube ladder-type
FS: A-arms with coil-overs
RS: Ford 9-inch
ENG: Ford V6
KIT: \$7995 to \$19,995

Shell Valley Motors, Inc., Dept. KC01, Rt. 1, Box 69, Platte Center, NE 68653, 402/246-2355



Spartan II

L: 204.2 inches W: 74.5 inches
H: 54.5 inches WB: 126.5 inches
WT: 3675 pounds
DONOR: '84-'89 Nissan 300ZX (2+2)
FS/RS: modified Nissan
ENG: V6
KIT: \$6900
T-K: \$44,900

Spartan Motorcar Co., Dept. KC01, 1655 S. Rancho Santa Fe Rd., Ste. 108, San Marcos, CA 92069, 619/744-3565



SMC Cobra

CHS: box-tube ladder-type or semimonocoque
FS: Mustang II with coil-overs or rocker-arms with inboard coil-overs
RS: Ford 8.8-inch or modified Ford Thunderbird
KIT: \$14,950 to \$29,000

Specialty Motor Cars, Dept. KC01, 4658 Bridgewater, Fayetteville, AR 72703, 501/443-7072

PISA Corporation

Pisa Corp. is your Fiero headquarters, and the latest addition to its stable of Fiero rebodies is the sizzling new ZR-2. The components of this modular kit are available either as a complete package or individually (front clip, rocker panels, rear clip, window scoops and front hood scoop). The ZR-2 uses the stock body-mounting points for easy installation. Send \$8 for catalog or \$12 for video.

DONOR: Fiero
CHS: Fiero
ENG: Fiero or V8
KIT: \$4250 to \$7250
T-K: call for quote

PISA Corp., Dept. KC01, P.O. Box 15088, Phoenix, AZ 85060, 602/376-1550



ZR-2

XTC/GT

SCORPION

ARTERO

**STATEMENT OF OWNERSHIP,
MANAGEMENT, AND CIRCULATION**
(Required by 39 U.S.C. 3685)

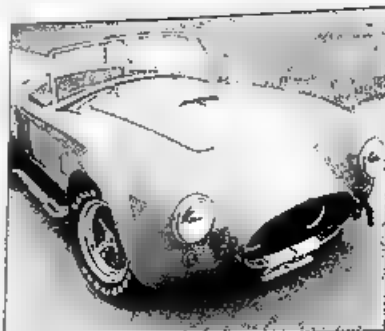
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13. Publication Name: *Ki Car*
14. Issue date for circulation data below: 7/95
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| 1. Sales through dealers and carriers, street vendors and counter sales | 36,167 | 39,000 |
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| c. Total paid and/or requested circulation | 55,010 | 58,468 |
| d. Free distribution by mail | 98 | 79 |
| e. Free distribution outside the mail | 0 | 0 |
| f. Total free distribution | 98 | 79 |
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I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions and/or civil sanctions.

56 KIT CAR

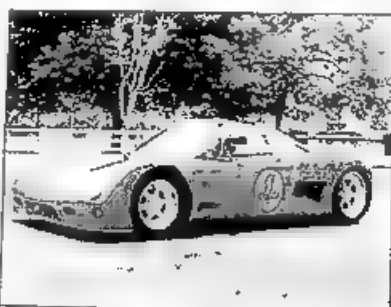
BUYERS' GUIDE TO 160+ KITS



Superformance Cobra

CHS: box-tube ladder-type
FS: A-arms with coil-overs
RS: modified Ford Thunderbird
ENG: small- or big-block Ford V8
T-K: \$20,900 (customer installs driveline)

Superformance, Dept. KC01, 3210 Profit Dr., Fairfield, OH 45014, 513/860-2200



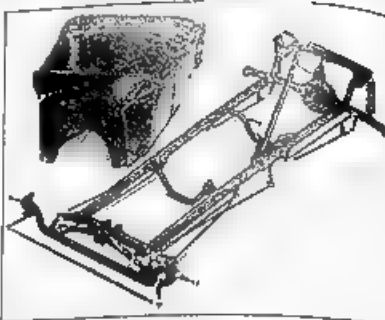
Ultima Sports Coupe/Spyder

If you're looking for a real trophy winner, the Ultima's laurels include the Top Gun and fastest lap at the '95 Run & Gun, winner of the '95 British GT Championship, and the AHA's '95 Good Manufacturing Practices Award. The Ultima is a proven performer constructed with only new race-quality parts.

L: 153 inches W: 73 inches
H: 42 inches WB: 100 inches
WT: 2180/1870 pounds
CHS: tubular space frame with alloy sheetmetal

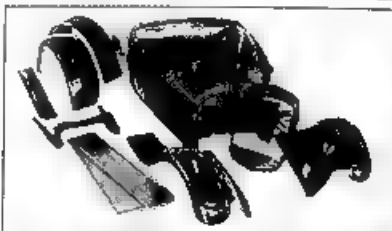
FS/RS: custom A-arms, alloy uprights, coil-overs
ENG: L4, V6 or small-block Chevy or Ford rotary or Rover V8
KIT: \$31,800

T-K: call for quote
Ultima Sports America, Dept. KC01, 22117 Buenaventura St., Woodland Hills, CA 91364-4104, 818/347-6595



TP '23 Model T

L: 130 inches W: 77 inches
H: 71 inches WB: 100 inches
WT: 1645 pounds
FS: suicide front end with dropped front axle, optional I-beam axle available
RS: coil-overs
ENG: small- or big-block Ford or Chevy
KIT: \$3495 to \$10,000
T-K: \$16,000



TP '26 Pro Street T Chassis

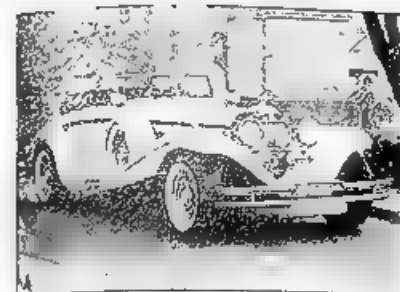
L: 133 inches W: 66 inches
H: 46 inches WB: 100.5 inches
WT: 2260 pounds
FS: dropped front axle, I-beam axle or independent
RS: dual leaf with Ford 9 inch
ENG: small- or big-block Ford or Chevy
KIT: \$4000 to \$25,000 (body package \$5995)
T-K: \$40,000



TP '28-'31 Model A

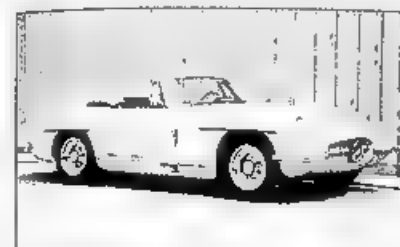
L: 162 inches W: 68 inches
H: 68 inches WB: 103.5 inches
WT: 2468 pounds
FS: dropped front axle, I-beam axle or independent
RS: coil-overs
ENG: Ford or Chevy V8
KIT: \$3200 to \$20,000
T-K: \$40,000

Total Performance, Dept. KC01, 400 S. Orchard St., Wallingford, CT 06492, 203/265-5667



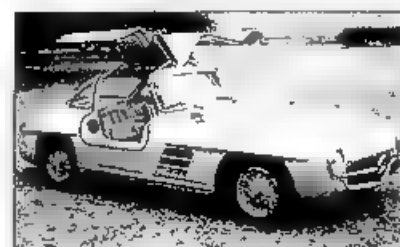
Thoroughbred 540K

CHS: box-tube ladder-type
FS/RS: Mustang II
ENG: Ford or Chevy V8
KIT: \$9995



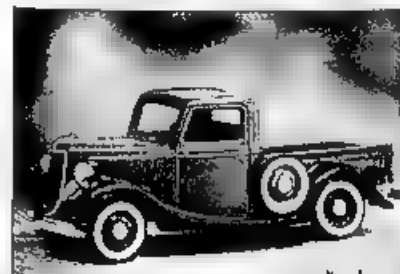
Thoroughbred 300 SLR

CHS: box tube ladder-type
FS/RS: Mustang II
ENG: Ford or Chevy V8
KIT: \$9995



Thoroughbred '56 Gullwing

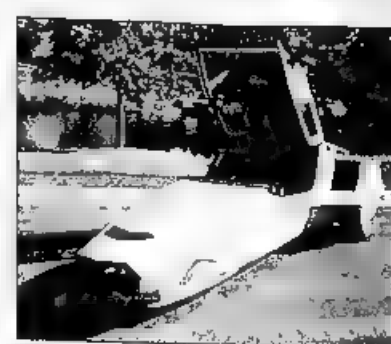
CHS: box-tube ladder-type
FS/RS: Mustang II
ENG: Ford or Chevy V8
KIT: \$9995



Thoroughbred '36 Ford

CHS: late-model Ford pickup or custom box-tube frame
ENG: small- or big-block Ford V8
KIT: \$5995

Thoroughbred Coach Builders, Dept. KC01, P.O. Box 171, Mount Dora, FL 32757, 904/735-4607



Trylon Viper

L: 184 inches W: 76 inches
H: 42 inches WB: 109 inches
WT: 1500 pounds
DONOR: VW (rear clip only)
CHS: custom box-tube with steel connecting plates
FS: custom horseshoe yoke with dual coil-overs
RS: VW rear clip
ENG: new VW, rotary or electric
KIT: \$8,000
T-K: \$18,000

Trylon, Inc., Dept. KC01, 4018 Galesburg Ave., Arlington Heights, IL 60004, 708/394-4314



Mastretta

Now available through U.S. dealer Bold City Motors, the Mastretta from Mexico is a preassembled sports coupe based on a VW Beetle platform. All exterior panels are installed and ready to accept a variety of VW-based mechanicals. The car is also available in turn-key form. The Mastretta's enclosed body, low center of gravity, short wheelbase and compact size ensure lots of year-round driving fun.

L: 146 inches W: 63 inches
H: 46 inches WB: 52 inches

WT: 1872 pounds

CHS: shortened VW Beetle

FS/RS: VW Beetle

ENG: VW Type I, fuel-injected, turbo- or Mazda rotary

KIT: \$6500

T-K: \$14,000

Unediseño sa de cv, Dept. KC01, Blvd. Adolfo López Mateos 92, Col. Alpes, Mexico D.F. 01010, 011-525-593 57 40

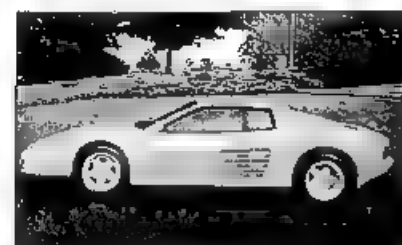
U.S. Agent: Bold City Motors, Inc., Dept. KC01, 252 E. 8th St., Jacksonville, FL 32206, 904/355-9030



Unique 427 SC Cobra and 285 FIA Cobra

L: 156 inches W: 71.5 inches
H: 44 inches WB: 90 inches
WT: 2250 to 2500 pounds
CHS: box-tube ladder frame
FS: MGB or custom
RS: Jaguar independent
ENG: Ford V8
KIT: \$8995
T-K: \$36,995

Unique Motorcars, Dept. KC01, 230 E. Broad St., Gadsden, AL 35903, 205/546-3708



V-8 Archie CA-TR

CHS: Fiero extended 7 1/4-inch
ENG: stock Fiero or Chevy V8 conversion kit \$850
KIT: \$8400
T-K: \$29,500



V-8 Archie F-40

DONOR: Fiero
ENG: stock Fiero or Chevy V8 conversion kit \$850
KIT: \$5295
T-K: \$27,500

V-8 Archie, Dept. KC01, 1307 Lykins Ln., Niles, MI 49120, 616/683-3227

BUYERS' GUIDE TO 160+ KITS



SM '34 Ford Club Cab Pickup

L: 168 inches W: 65 inches
H: 66 inches WB: 118 inches
WT: 2800 pounds
CHS: ladder-type
FS: dropped-tube axle, leaf spring or Mustang II-based independent
RS: four-bar radius rods with coil-overs or parallel composite leaf springs
ENG: American V8
KIT: \$4950



SM '32 La-Bay Roadster

L: 140 inches W: 68 inches
H: 47.5 inches WB: 106 inches
WT: 1650 pounds
CHS: custom ladder-type
FS: dropped-tube axle, leaf spring with hairpin radius rods
RS: quarter elliptic springs, Panhard bar Ford 8- or 9-inch
ENG: American V8
KIT: \$3500



SM Motors Track T Roadster

L: 140 inches W: 68 inches
H: 44 inches WB: 106 inches
WT: 1450 pounds
DONOR: '78-'80 Pinto, Bobcat or Mustang II
CHS: custom ladder-type
FS: dropped-tube axle, leaf spring
RS: quarter elliptic springs, Panhard bar
ENG: L4 or V6
KIT: \$2200

SM Deluxe '27 T Roadster

L: 141 inches W: 68 inches
H: 53 inches WB: 114 inches
WT: 1600 pounds
CHS: custom ladder-type
FS: tube axle, leaf spring, four-bar radius rods
RS: Ford 9-inch chrome coil-overs, coil springs or custom leaf springs
ENG: Chevy V8
KIT: \$2400

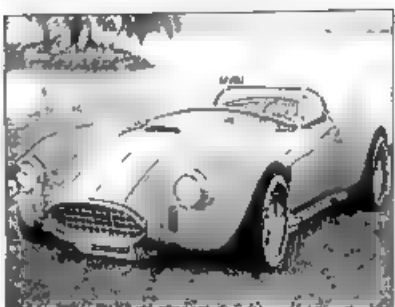
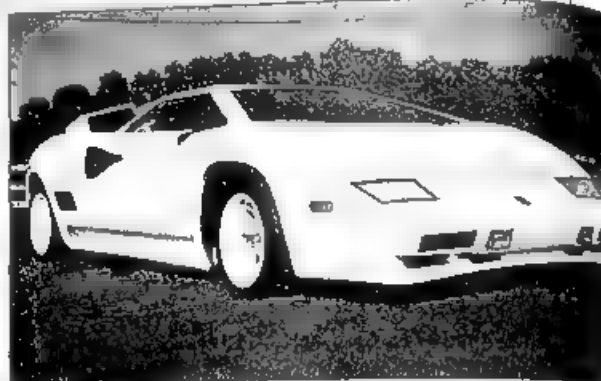
Speedway Motors, Dept. KC01, 300
Speedway Cir., P.O. Box 81906, Lincoln,
NE 68501, 402/474-4411

Scorpion SS

Underneath White Horse's exotic fiber glass body is a tubular steel space frame. For economy and drivability, other GM components. The basic body and frame package options range from a Fiero four-cylinder to a Chevy V8.

L: 176 inches
W: 79 inches
H: 42 inches
WB: 101 inches
WT: 2600 pounds
CHS: tubular space frame
FS: A arms
RS: A arms and struts
ENG: GM 4, 6 or 8 cylinder
KIT: \$16,000
T-K: call for quote

Fiero Spec allies, Dept.
KC01, 73 Featherbed
Ln., Flemington, NJ 08822, 908/782-5636



West Coast Cobra

L: 163 inches W: 76 inches
H: 44 inches WB: 96 inches
WT: 2850 pounds
FS: Mustang II
RS: Ford 9-inch four-link
ENG: Ford big- or small-block
KIT: \$21,960
T-K: \$48,000

West Coast Cobra, Dept. KC01, 8785
16-Mile Rd., Sterling Heights, MI 48312,
519/736-7274



VS Porsche Speedster

L: 156 inches W: 56 inches
H: 45 inches WB: 83.5 inches
WT: 1650 pounds
DONOR: VW Beetle
FS/RS: VW Beet e
ENG: 1600 1835cc VW Type I
KIT: \$8900
T-K: \$16,900

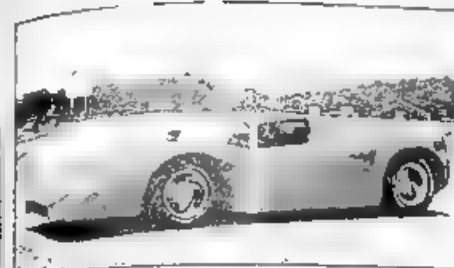
Vintage Speedsters, Dept. KC01, 12112
Centralia Rd., Hawaiian Gardens, CA
90716, 310/402-4334

Warlock Phantom

Over two years in development, Warlock's Phantom VT is a remarkable piece of engineering with a one-piece, color-gelcoated fiberglass body that fits on a lengthened Fiero chassis. No painting is required, and the 11-inch-longer chassis is designed to accept a longitudinally mounted Corvette V8 and a 914 transmission. Also included with the deluxe kit is curved window glass.

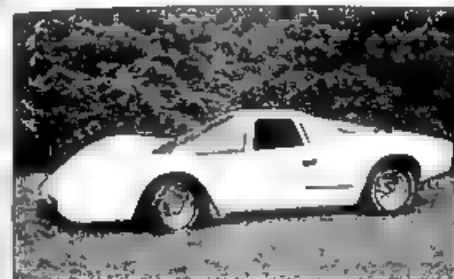
CHS: Fiero modified and extended 11-inches
FS/RS: modified Fiero
ENG: Fiero or longitudinally mounted Chevy V8 with Porsche 914 transaxle
KIT: \$17,000
T-K: \$39,000

Warlock Designs, Inc., Dept. KC01, 15740 El Prado Rd., Unit B, Chino, CA 91710,
909/597-3621



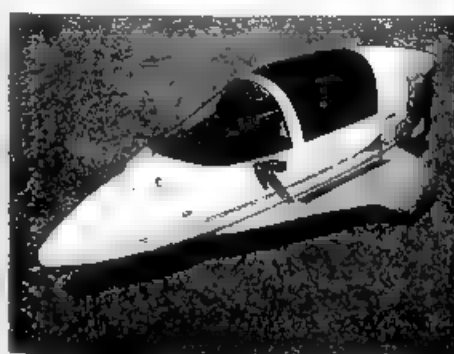
Warp Five Manta GT

L: 160 inches W: 75 inches
H: 39 inches WB: 84 inches
WT: 2100 pounds
FS: Mustang II
RS: custom A arms
ENG: V6 or Chevy 350 V8
KIT: \$11,995
T-K: \$37,495



Warp Five Montage

L: 174 inches W: 74 inches
H: 43 inches WB: 94 inches
WT: 2200 pounds
CHS: ladder/space frame
FS: Mustang II
RS: custom A-arms
ENG: V6 or Chevy 350 V8
KIT: \$8995
T-K: \$32,495



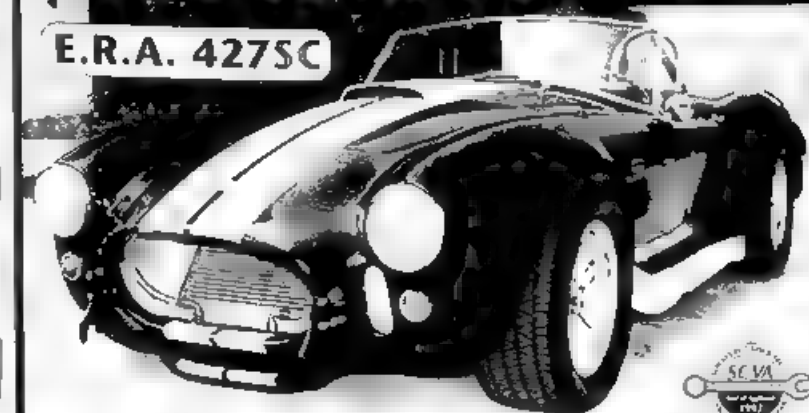
Warp Five Starship

L: 200 inches W: 77 inches
H: 55 inches WB: 132 inches
WT: 1045 pounds
FS: trailing arm with monoshock
RS: donor motorcycle
ENG: 750cc or larger, or electric
KIT: \$8995
T-K: \$13,995

Warp Five, Inc., Dept. KC01, 1500 NE
Roanoke, Blue Springs, MO 64014,
816/228-2960 KC

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Unequaled quality, craftsmanship and attention to detail. The E.R.A. 427SC is so expertly designed and engineered that performance purists have selected it over all competition for more than a decade. It offers 1.0+G cornering and 0-100-0 in just over 12 seconds—superbly blended with rock-solid construction for comfortable touring. No one does it better than E.R.A. For your comprehensive Infopak and photos, please send \$10 to:

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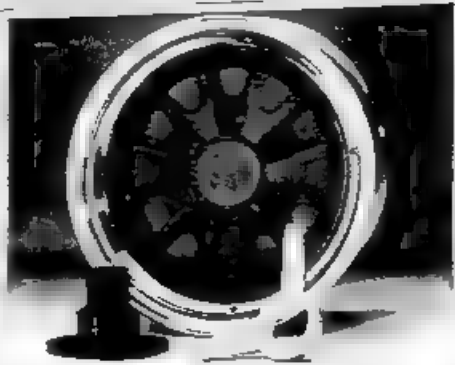
252 East 8th Street
Jacksonville, Florida 32206

Phone (904)355 9030
Fax (904)355 9100

BONUS BUILDUP PRODUCTS

MODERN CLASSIC

ERA's new 12" Coors tires feature a subtle racing stripe design, 500psi air pressure, and a variety of sizes and configurations. The tires are designed to fit a variety of vehicles and are available in a variety of colors. ERA's new 12" Coors tires are available in a variety of colors and configurations. ERA's new 12" Coors tires are available in a variety of colors and configurations. ERA's new 12" Coors tires are available in a variety of colors and configurations.



SUPER POLISHER

With its vast blue-print library, the company can have the springs made and delivered within days of ordering. It also carries all the necessary components for your particular application, including U-bolts, cage nuts, T-bolts, shackle kits, axle pads and bushings. Eaton Detroit Spring, Dept. KC01, 1555 Michigan Ave., Detroit, MI 48216, 313/963-3839.

SHINE ON

The more you shine on your car, the more it will shine. The Grant Products Banjo steering wheel would be a fine addition to any classic kit's interior. Made of stainless steel, it features a polished center hub with stainless strings anchored to the rim with sculptured, stainless retainers. It is available in black, tan, light gray or navy and features genuine, hand-stitched leather around the rim. Grant Products, Dept. KC01, 700 Alen Ave., Glendale, CA 91201, 213/849-3171.



HOT STARTS

It can be difficult to restart a hot engine due to the starter motor's location near the exhaust system. Mr. Gas-er has produced the new hot-starting system, which will prevent the engine from overheating. The system is designed to be mounted near the starter, preventing heat sources. Mr. Gas-er, Performance Group, Dept. KC01, 6700 Broadway Rd., Cleveland, OH 44129, 216/598-8833.

SPLIT 'N' PINNED

The new GreenWoods Split 'N' Pinned system is designed to prevent the engine from overheating. The system is designed to be mounted near the starter, preventing heat sources. Mr. Gas-er, Performance Group, Dept. KC01, 6700 Broadway Rd., Cleveland, OH 44129, 216/598-8833.

METAL MIRACLE

The new Metal Miracle system is designed to prevent the engine from overheating. The system is designed to be mounted near the starter, preventing heat sources. Mr. Gas-er, Performance Group, Dept. KC01, 6700 Broadway Rd., Cleveland, OH 44129, 216/598-8833.

FAN APPRECIATION

If you are having a hard time finding an original-style, dual-fan setup for your Coors Era Replica Automobile can help. The company claims its dual electric front fan kit creates the look and performs the function of the original Shelby fans. It comes with a powdercoated steel bracket that supports two 12-volt motors with 9-inch aluminum fan blades. Era Replica Automobile, Dept. KC01, 608-612 E. Main St., New Britain, CT 06051.



BACKBONE

If you are tired of rolling around on the garage floor on your back, maybe you should get The Bone from Pegasus Products. It is a one-piece, high-back, plastic-bodied creeper that incorporates the latest in plastics molding technology and ergonomic design. The company claims that the design provides good back and lumbar support to help reduce fatigue. Pegasus Products Co., Dept. KC01, 315 Gougler Ave., Kent, OH 44240, 800/266-3321.

SPRING READY

Eaton Detroit Spring claims it can custom make any spring for just about any vehicle. With its vast blue-print library, the company can have the springs made and delivered within days of ordering. It also carries all the necessary components for your particular application, including U-bolts, cage nuts, T-bolts, shackle kits, axle pads and bushings. Eaton Detroit Spring, Dept. KC01, 1555 Michigan Ave., Detroit, MI 48216, 313/963-3839.

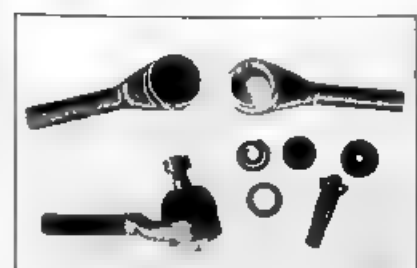


STEERING IN STYLE

This Grant Products Banjo steering wheel would be a fine addition to any classic kit's interior. Made of stainless steel, it features a polished center hub with stainless strings anchored to the rim with sculptured, stainless retainers. It is available in black, tan, light gray or navy and features genuine, hand-stitched leather around the rim. Grant Products, Dept. KC01, 700 Alen Ave., Glendale, CA 91201, 213/849-3171.



TIE ONE ON



One area you can't neglect in building your kit car is the suspension. Rare Parts can help you with new tie-rod ends. These hard-working parts take the brunt of wear in the suspension. The company claims it offers key sizes and lengths that can be machined and formed to fit almost any requirement, so you'll never have to look for a new tie-rod end supplier. Rare Parts, Inc., Dept. KC01, 621 Wilshire Ave., Stockton, CA 95203, 800/621-2005.

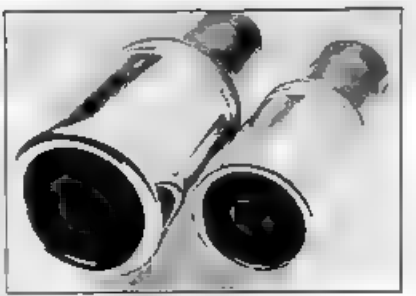
ALL COVERED UP

A good way to stay reasonably clean while working on your kit project is to cover up with this Dura-Moly apron from Childs & Albert. It has a brightly embroidered logo and is made from durable, polished cotton designed to resist staining. Childs & Albert, Dept. KC01, 24849 Anza Dr., Valencia, CA 91355, 805/295-1900.



BOSAL TIPS

These Bosal Brospeed Exhaust Tips from Bosal JSA can give your exhaust that performance look. Made from heavy-walled, 14-gauge steel, the tips feature high-quality MIG welding, a gunmetal finish and a chromed end. Bosal claims the tips can be easily attached by clamp or welded directly to the exhaust pipe. Bosal USA, Inc., Dept. KC01, 14 Troy Hills Rd., Whippany, NJ 07981, 800/631-7271.



INDISPENSABLE FILTER

The answer to your fisheye problems could be this filter from Motor Guard. Its new orange-filter model offers improved airflow for high-volume as well as high-pressure applications. Motor Guard claims this product removes the smallest of contaminant particles. Motor Guard Corp., Dept. KC01, 580 Carnegie St., Manteca, CA 95337, 209/239-9191.

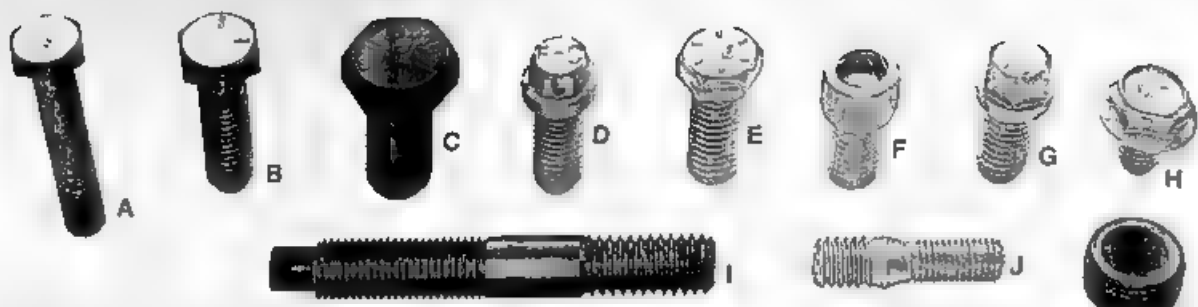
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When your kit car has been in storage for months on end you may have trouble starting it. Now you can eliminate dead-battery problems with Protech Products' new Sure Charger. For pennies a year, you can maintain the battery at full charge for extended periods of time. The charger simply plugs into the wall, and it is fully automatic. Protech claims its product cannot overcharge the battery. Protech Products, Dept. KC01, 405 S. Victory Blvd., Ste. E, Burbank, CA 91502, 800/392-1242.



MR. CLEAN

Are you a car-care fanatic? Check out The Absorber from CleanTools. It is constructed of nonabrasive material that the company claims will never scratch or leave lint on the finish of your kit car. It can be found in most auto parts stores. CleanTools, Dept. KC01, 648 Blackhawk Dr., Westmont, IL 60559, 800/654-3933.



...Getting Down to Nuts & Bolts



How to Pick the Right Fasteners for Your Project

By Brent Ross

Nuts and bolts are the primary method of fastening together the components of a kit project. Even the most mechanically disinclined kit builders have fastened together more than their fair share of the threaded devices. In fact, almost everyone is so familiar with using them that many important aspects of the common fastener are overlooked. To give some long-overdue attention to these small but significant items, let's review the differences between various types of threaded fasteners and their proper applications.

Nuts and bolts are commonly available in two size classifications: English (standard) and metric. Both types are generally available with a choice of thread pitches. Thread pitch on a standard-thread bolt is defined as the number of threads per inch. For example, a 1/4-20 bolt has a 1/4-inch diameter and 20 threads per inch and is considered to be a coarse thread. A fine-thread 1/4-28 bolt is also available. Because there are 28 threads per inch, the threads must be finer.

The diameter of standard bolts is expressed in fractions, beginning with 1/4-inch bolts. Smaller diameters are expressed in gauge size similar to electrical wire. The diameter of a metric bolt is shown in millimeters. For example, an 8-1 metric bolt is 8 mm in diameter and has 1 mm between each thread. There's also an 8-1.25,

which has 1.25 mm between each thread. It is the coarse-thread alternative because it has fewer threads per given length. Bolts are available in a variety of lengths as well.

Because metric bolts require metric wrenches and standard bolts require standard-size tools, fasteners of the same system should be used throughout a kit vehicle. In addition, the metric and standard fasteners are not interchangeable, though many may appear so. When selecting a bolt to be installed into a part, choose the largest-diameter bolt that does not rub the sides of the mounting hole in which it will be secured.

Head style and diameter vary greatly also, even among bolts with like threads. Select a bolt with a head that allows easy operation of the type of tool it requires. If access is not a problem, pick a bolt with a head that uses the same size and type of tool as other existing bolts so that you'll need only one tool. Thin parts should be secured by bolts with large-diameter heads and washers to spread out the load, which helps prevent the bolt from pulling through the material.

Making the Grade

Nuts and bolts are also rated for a combination of their shear and tensile strength. The materials used and the manner in which the fastener was heat-treated determine the strength (grade) of the bolt and nut. The Society of Automotive Engineers' grading system is based on a number system and is indicated by marks on the head of the bolt. Grades 1 and 2 have no official grade marking on the head and are the lowest quality. These bolts should only be used on nonstructural compo-

nents such as interior trim. Grade 5 begins the acceptable range; and in many cases (such as in high-shear areas) a Grade 5 bolt is better than a higher-grade bolt because a softer bolt will deform slightly rather than snap. Grade 6 bolts are identified by three evenly spaced radial lines on the head of the bolt. Grade 8 uses four lines and Grade 8 six lines. There are higher grades of fasteners, but they are saved for the likes of jet fighters.

The lines of the grading system are always radially placed and evenly spaced. For example, the Grade 5 bolt has three lines 120 degrees apart. There are inexpensive, unspecified-grade bolts that can be misleading because they have the required number of identifying marks, but they are unevenly spaced or in the wrong location.

Can We Torque?

Torque and clamp load are two other important characteristics to understand. Bolts are given both dry and lubricated torque specifications, and those ratings should be used. Torque charts for common bolt sizes are available from most fastener suppliers. The purpose of torquing a bolt is to stretch it the proper amount so that it applies the proper clamp load (the amount of pressure squeezing the

...Getting Down to Nuts & Bolts

parts together). When a bolt is tightened, it is stretched and tries to return to its original length. By trying to return to its normal length, it puts pressure (clamp load) on the parts being held together. When a bolt is torqued to its specified max, it is applying maximum clamp load. Clamp load begins to drop off if a bolt is over-torqued because the bolt becomes permanently stretched and does not try to return to its normal size with the same vigor.

Because a fine-thread bolt requires a higher torque setting than a coarse-thread bolt of the same diameter, a fine-thread bolt will exert more clamp load. For example, it is recommended to torque a dry Grade 5 1/4-16 bolt to 30 in-lbs and a 1/4-24 bolt to 35 in-lbs. The coarse-thread 1/4-inch bolt has a clamp load of 4950 pounds, while the 1/4 bolt applies 5600 pounds of pressure. However if Grade 8 bolts are used, clamp loads jump to 7000 and 7900 pounds, respectively, and require more tightening pressure to be applied. The clamp load required will often dictate the thread type and bolt grade selected. However, some materials such as fiberglass or aluminum may not withstand full clamp pressure; therefore the bolt should be under-torqued, and one of a lower grade could probably be installed.

Stud Selection

If a bolt is to be threaded into a soft, nonferrous part without the aid of a nut or insert, coarse threads are often better because they take a bigger bite of material and are less likely to get stripped out. If high clamp pressures are required on threaded aluminum parts, it is often best to use a stud. A

stud is threaded at both ends with a nonthreaded shoulder in the center. Studs are very common on intake and exhaust manifolds of engines with aluminum cylinder heads. The stud is threaded into the head until the unthreaded portion of the stud butts against the first thread. The manifold is then slipped over the stud and secured with a traditional nut.

Whenever possible, use bolts made of the same material as the parts they secure. For example, running stainless-steel bolts through a cast-iron part results in a chemical reaction between the unlike metals that tends to make the fastener corrode, weaken and become very difficult to loosen. If a like-material fastener cannot be used (as with aluminum), an anti-seize compound or a cadmium-plated bolt should be used. Or if the part is aluminum, it can often be anodized to reduce the problem.

All Locked Up

No discussion of nuts and bolts is complete without a word about locking devices. The least-expensive and effective is the star type. It should be used on very light-duty applications. The common split-lock type that resembles a cut and bent steel washer is very effective at preventing bolts from working themselves loose. They can be reused many times, are inexpensive and are available in several weights. Weights range from light to heavy and refer to the amount of force that the washer exerts when flattened. The heavier the rating, the greater the locking force. They have no identification markings.

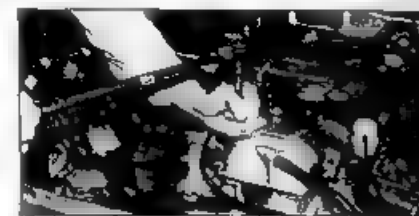
Some bolts have a built-in locking method. These have small tabs formed into the underside of the bolt head that cut into the surface of the part and prevent the bolt from easily backing out. These fasteners offer good success but, to some degree, chew up the part being secured.

The nut itself often has a built-in

locking device as well. The nylon-insert type is very popular. They are inexpensive and perform well when used correctly. They are basically a nut with an undersize ring of nylon on the exit side. When the bolt is threaded into the nut and begins to exit the nut, the bolt must thread through the non-threaded nylon insert. The deformed nylon applies pressure to the bolt and prevents it from coming loose.

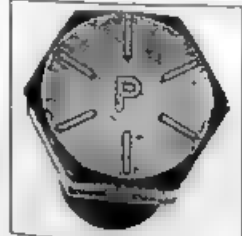
However, this type of locking device has three shortcomings. First, it can only be reused a couple of times before permanent threads are cut into the nylon insert, reducing its effectiveness. Second, these nuts cannot be used near the engine because high temperatures will damage the insert. And last, nuts of this type don't carry a Grade 8 rating because the heat-treat process is compromised by the application of the nylon insert.

The flex-type locking nut is perhaps the best for heavy-duty all-temperature work. Flex nuts look similar to castle-nuts except that the cuts are much shorter. The cut exit side of the nut has a slightly smaller inside diameter. As the bolt is threaded through the nut, it pushes the small cut portions of the nut outward. Those areas then try to return to their original location; their spring pressure on the bolt prevents the bolt from backing out.



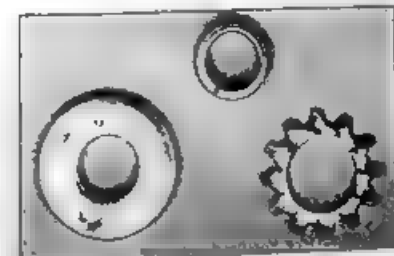
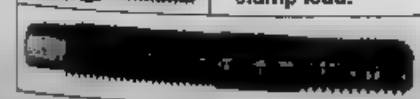
Torquing a bolt is an important step that should not be omitted. Torquing stretches a bolt the proper amount to achieve maximum clamp loading. Over-torquing reduces clamp load and can break the bolt or strip the threads. Be careful however—some items such as aluminum valve covers are often torqued to a lower value than the bolt's maximum. Always refer to the manufacturer's specs for critical and fragile parts rather than relying on a bolt chart's maximums. **KC**

SOURCES
Specialty Fasteners
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818/969-6789
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Dept. KC01
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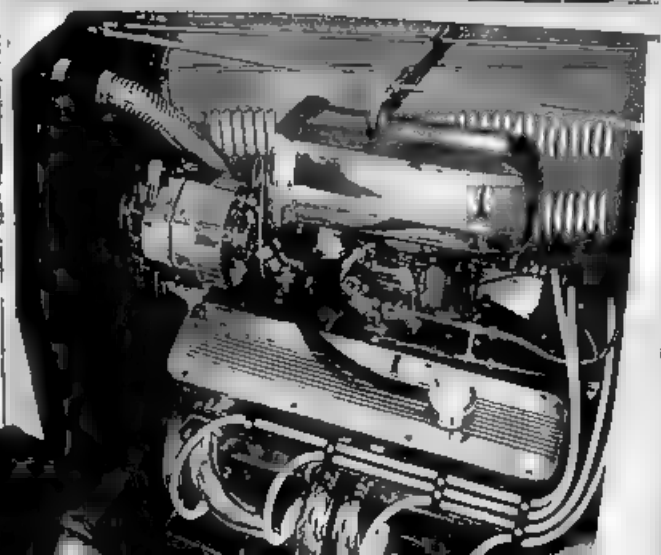
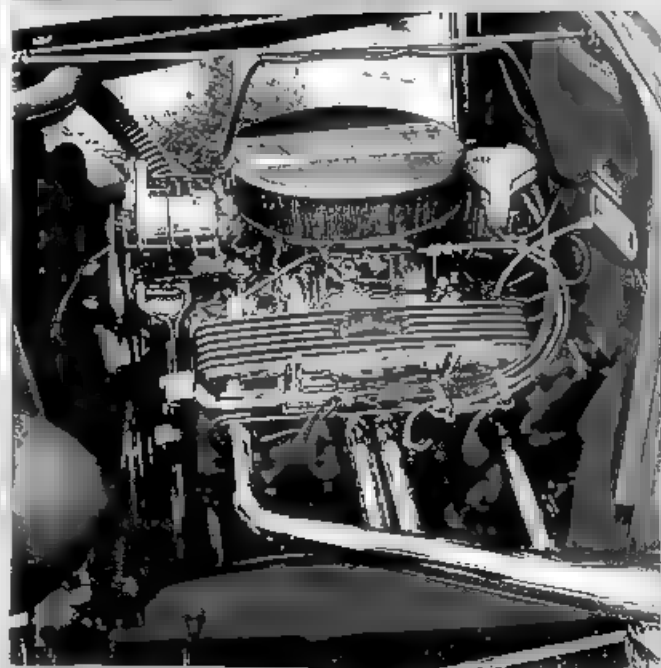
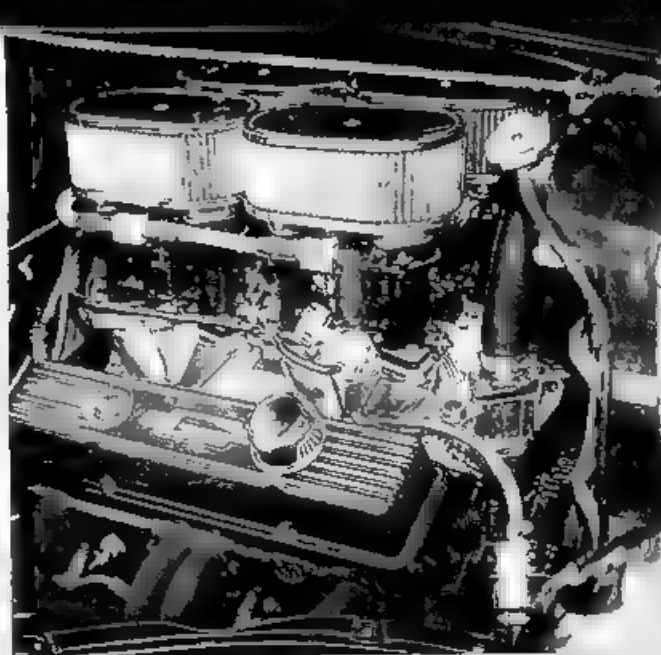


Here are the proper markings for a Grade 8 bolt. Note that all the lines are radially and evenly spaced around the bolt. Six lines in any other arrangement do not denote a Grade 8 bolt.

Studs are used for securing soft, non-ferrous parts. Because they are generally threaded into soft metals, that side of the stud typically has coarse threads, while the end that takes the nut uses fine threads to achieve the proper clamp load.



Flat (left) and split-lock washers (top) are the most common types. The flat washer can be used alone to distribute the load or with a split-lock washer to help prevent the bolt or nut from coming loose. The star type (right) is more effective with lighter clamp loads (such as on fiberglass) that won't flatten the washer.



STREET ROD HEAVEN

Our Kit Tech Columnist
Waxes Nostalgically
About Gibbon's
Nostalgic Replicas

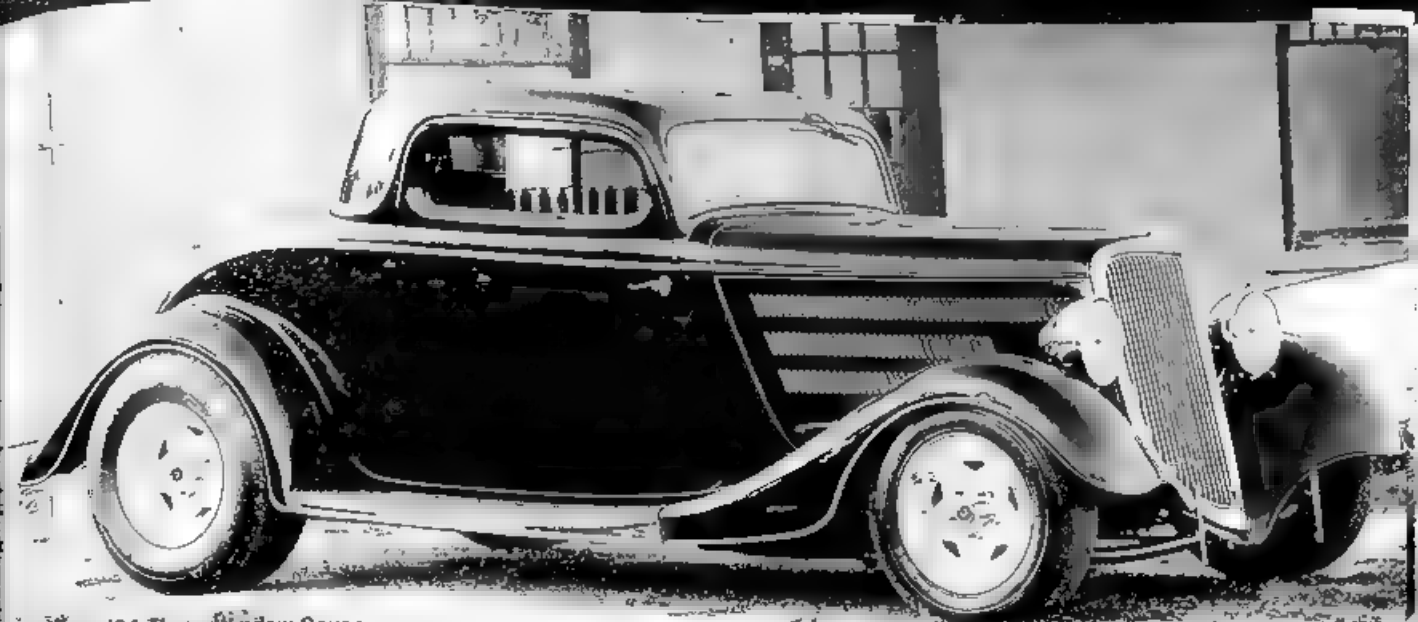
By Jim Youngs

PHOTOGRAPHY: JIM YOUNGS

Every couple of weeks or so I drag out my shop-worn, dog-eared old copy of the Gibbon Fiberglass Reproductions catalog and dream my way through the pages of the "Street Rod Division." The pages that feature the '33-'34 Ford roadsters are particularly worn and fingerprinted. You see, even though I've been sidetracked building an Indy Exotics Cobra and a Javi replica of a Mercedes SL 600 in recent years, the vehicle of my teenage dreams is parked on these pages, waiting to be my next car project.

As though the catalog didn't provide enough stimulus to enhance my dreams, I've made two sojourns to rural Gibbon, Nebraska, to visit with the Bond family, photograph a few of their demo cars and even drive around the small farming community in several examples of their street rod art—what a thrill! And it also prodded me to finish up the projects taking up space in my garage.

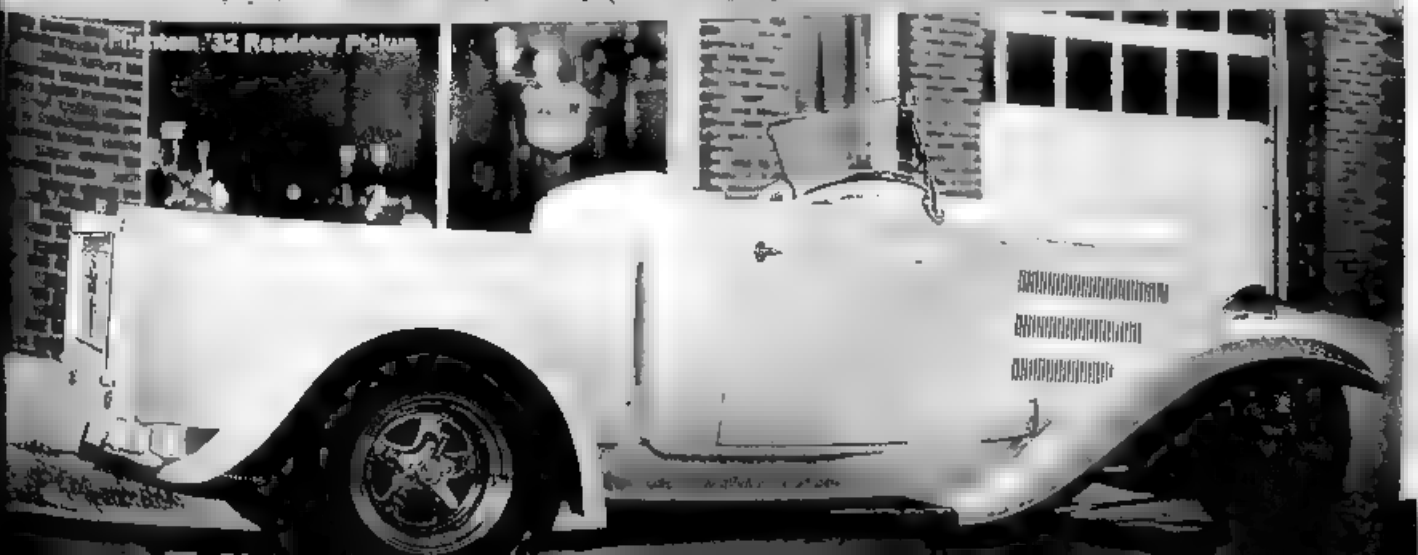
In 1971 Dwight Bond of Gibbon Fiberglass began molding fiberglass replacement parts for vintage cars and street rods. A dyed-in-the-wool street rodder, he saw a major decline in the availability of vintage tin and decided to fill a need. It was as natural then to build complete vehicles, that today the company builds cars, kits and components in a wide variety of models.



'34 Three-Window Coupe



'32 Highboy



'32 Roadster Pickup

STREET ROD HEAVEN

marques from '29 Ford sedan deliveries to '49-'50 Mercs. Gibbon also offers elegant '33-'34 Packard Coupes and Roadsters and components for F-100 Ford pickups. Since street rodding covers such a wide variety of pre-'48 cars and involves lots of individuality, Gibbon has components, chassis and cars in a wide range of packages.

During my visits I was able to inspect the quality of a Gibbon build and was impressed by what I saw. The company uses hardwood reinforcement in the car bodies to accom-

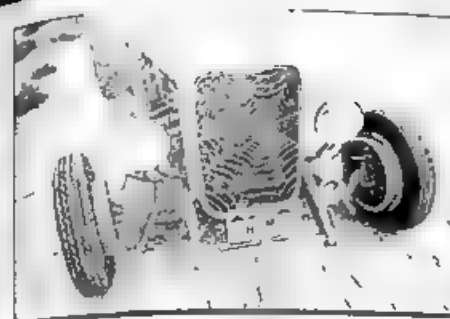
modate inevitable fiberglass expansion and contraction. It also considers separate pieces like fenders and such to be superior to a one-piece body. This approach is not only for historical correctness, but also because one-piece bodies have a tendency to stress-crack in corners. Gibbon also assembles doors, hoods, fenders and trunks on the chassis, so that things fit as they are supposed to.

Over the years a lot of street rods have stood out, but only a few can actually be considered legendary and benchmarks for this burgeoning hobby. The three examples of Gibbon cars you see here represent a couple of classic cons of the hobby and a so-called "phantom" vehicle—a custom that never rode the rails of production lines. These cars are just a sample of the Gibbon lineup, which makes it even more difficult to choose among the offerings. That is also one more reason my Gibbon catalog is so worn. Though I dream about a '34 roadster, a slammed '37 cabriolet with a rumble seat would sure make a nice daily driver. **KC**

'32 HIGHBOY



Certainly one of the most enduring icons of rodding is the '32 highboy. It reflects back to the early days of hot rods and was partially spawned by the infamous dry-lake racers. Dwight Bond and his son, Kyle, built this '32 highboy to look as though they might have found it on the streets of Southern California in the '60s. Its retro treatment is both refreshing and nostalgic. It was difficult to extricate my newly-licensed teenage son from it. He wanted to move to Gibbon, Nebraska so that he too could join the street rod ranks there.



The body is Gibbon's '32 roadster mounted to an original, reconditioned frame that has been boxed. The rear suspension consists of a buggy spring holding a '57 Ford 9-inch. The front is a combination of a dropped solid axle, a leaf spring and chrome shocks with hairpin bars, a Vega steering box and vintage look fanned aluminum brake drums. The car has a traditional stance with the look enhanced by huge Mickey Thompson rear meats and skinny front tires. All are mounted on authentic Halibrand wheels.

Powering the highboy is a 300hp 327 Chevy with a Crower cam, hydraulic lifters, an Edelbrock Performer aluminum manifold and an Edelbrock carburetor.

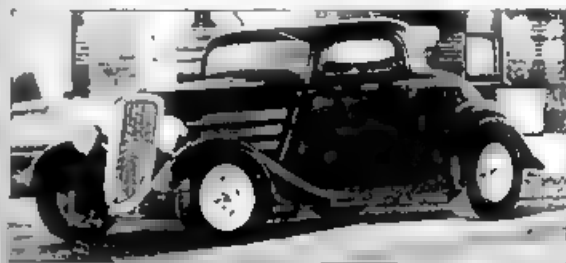


The Bonds ported and polished the heads, installed flat-top pistons and fit Lime Fire cut-out headers, again for the proper vintage look. A Chevy TH350 automatic with a Genne shifter backs up the powerplant.

The interior features a simple treatment with a Gibbon-made seat covered with gray vinyl. Classic instruments vintage gauges grace the dash, a Dr. K's wiring harness keeps all the electricals running and a '56 Ford steering column with a plain banjo-style wheel keeps the roadster pointed in the right direction.

Apparently the impetus for building this car was the distinctive spiderweb grille Bond built in high school shop

class in 1963. The car was literally built around the grille. This highboy is plenty of fun to drive, and it gets driven a lot. The purposely primed roadster is sort of a yard car, or parts gofer, that is regularly seen around Gibbon's brick-paved main street and in neighboring towns. It also manages to make appearances at street rod shows to help illustrate the range of possibilities to which Gibbon components can aspire.



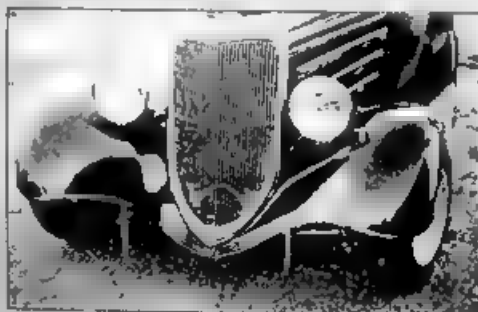
'34 THREE-WINDOW COUPE

A striking example of Gibbon's '34 three-window coupe is a black beauty interpretation built by Nebraskan Bill Trompke for Mike Otte of Beaver City, Nebraska. Built on a custom chassis, this car started life as a Gibbon highboy roadster and was then transformed into the coupe you see here. This car is no garage queen. It's driven frequently, apparently seeing plenty of sleeper duty prowling the quiet streets of central Nebraska looking for hapless hot rods ready for a challenge.

Powering the coupe is a 355ci Chevy stuffed with a custom-ground Crower cam, a Sprint Car crank, cast iron angle-plug heads, an MSD dual-point ignition and some other power goodies. Sitting atop the mill is an impressive Inglese DA Weber carburetor setup. This effective system places each of the eight throttle bores directly over each intake port for a clean air flow distribution and instant throttle response. The engine is coupled with a 3rd Turbo-hydraulic tranny with shift kit and a 3500rpm stall-speed torque converter.

When the black coupe consists

of a chrome dropped-tube axle and a Posies Super Slider transverse leaf spring up front. A custom Mustang unit with an old-style pitman arm setup exits the side of the frame for steering. The 12-bolt Chevy live-axle rear sports a four-bar setup and an untraditional transverse leaf spring. BFGoodrich tires are mounted on Center Line Convo/Pro wheels, P165/70R15 fronts



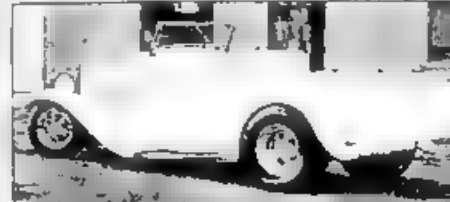
and P255/70R15 rears.

The interior on the upholstery treatment approach to trim and instrumentation. The gauges are by VDO, and hidden away is a JVC butt-kicker CD system with an amp and four hidden speakers. There is no air conditioning, and certainly owners of black coupes should consider adding it. A Dr. K's

wiring harness properly routes all the car's electrics.

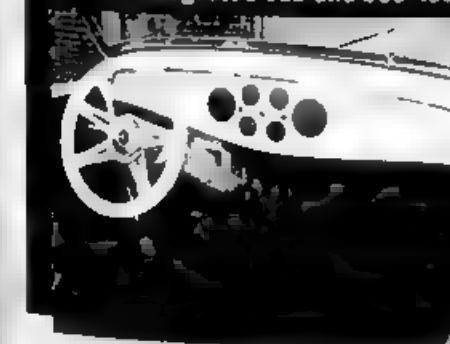
Gibbon offers several packages based on the '34 three-window coupe starting with a base body and a fender and door package that retails for \$6370. Gibbon's chassis package (\$5995) includes practically everything short of wheels and tires. Included on the 112-inch wheelbase chassis are a complete rear end with drum brakes and a four-link suspension with coil-over shocks, a front end setup with Wilwood disc brakes, a four-bar and a dropped axle; transmission and engine mounts, an installed GM steering sector and an installed brake pedal and mount. A complete full-fendered '34 coupe rolling package retails for \$14,250, and all it requires is an engine, a drivetrain and an interior. Gibbon also offers a wealth of component parts to further customize the car such as a lift-off 3-inch chop top and electric win-

dows. Black is certainly beautiful, and so is this example of one of the venerable cars that virtually define street rodding.



PHANTOM '32 ROADSTER PICKUP

Street rod fanatics are always striving to come up with something new on familiar car themes to showcase the individualistic nature of this hobby. Some factions of street rodding have even tired of the traditional street rod formats and have turned to producing "phantom" works of art. Phantom refers to vehicles that were never really produced. A case in point is this '32 roadster pickup built for shows, displays and a generous portion of personal fun by Dwight Bond's son Kyle, who is the manager of the Street Rod Division. The original '32 pickup was kind of boxy and squared-off with a nonintegrated-cab-and-bed look.



Instead of using the pickup cab, Bond modified a '32 roadster body and built a proportionally correct pickup. It's true phantom treatment.

The basic body package (\$3935) includes the cab, the prehung doors, your choice of firewall and dash, the fenders, the running boards and your choice of an original-style grille shell or Gibbon's new custom shell with stainless teeth. The company also offers a complete chassis assembly (\$5995) featuring a live-axle rear end, a four-bar front end, the suspension, trans and engine mounts, and brakes, among other necessary items. A rolling package includes a Roollab steel hood. The steel pickup box is available as an option (\$2450) and comes with an oak floor and stainless trim strips.

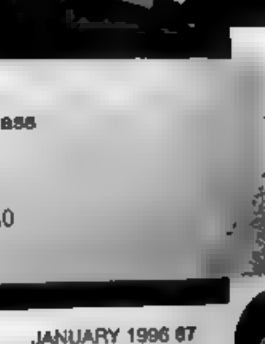
Bond's pearl-white pickup with blue-pearl ghost flames is powered by a 350ci Chevy backed up by a TH350 transmission. He deviated from the stock Gibbon chassis by adding a 9-inch Ford rear (an 8-inch is standard) and a slammer front axle dropped 5 inches to 4-inch drop is standard. The rear axle is located by a ladder-bar setup with Viper coil-over shocks. Polished Wilwood brakes provide the stopping power. Up front a Super Bell axle is suspended by a Posies leaf spring and a chrome four-bar set. BFG rubber (P185/70R14 fronts and P285/70R15 rears) wrapped around Crager ProStar wheels provides the proper stance and a generous footprint.

A Chevy 350 V8 fitted with a Crane cam, hydraulic lifters, an Edelbrock

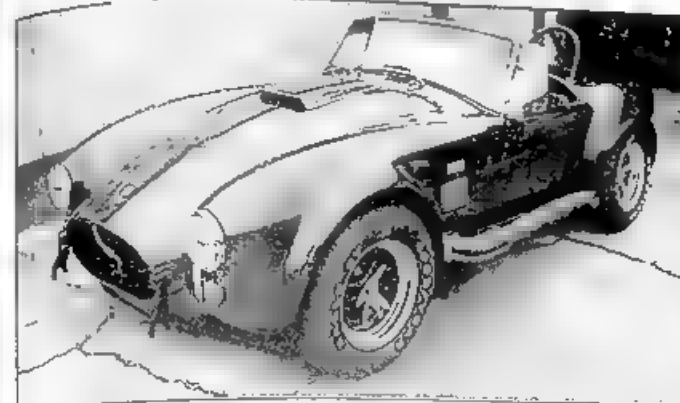
Performer manifold and a set of block-hugger headers provides motive power. A Chevy TH350 automatic sits behind the mill.

The tweed interior, including the custom seats, is by Teas Design. Bond chose a Cyberdyne Blue Digital dash system with an Affordable Street Rods wiring package to tie all the electrics together. A white LeCarra steering wheel sets off the simple and clean interior. Crowning touches such as the stainless and wood bedliner, the center-mounted megaphone exhaust tips and the hidden neon lights under the truck make this a stunning driver.

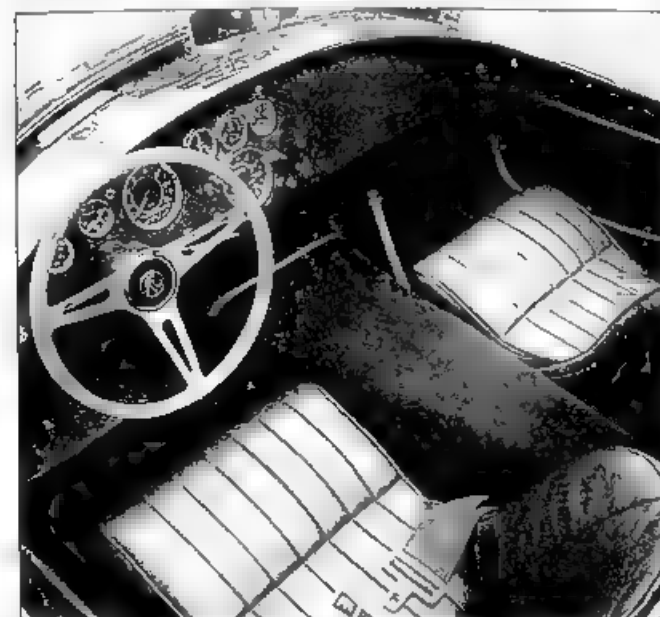
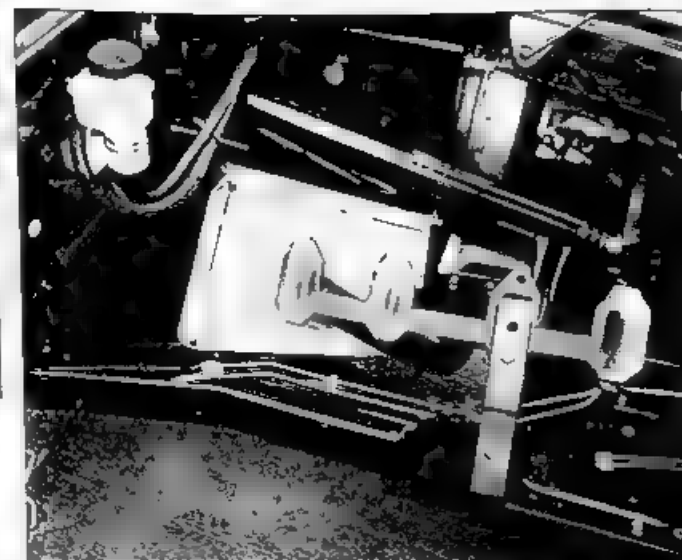
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Reproductions
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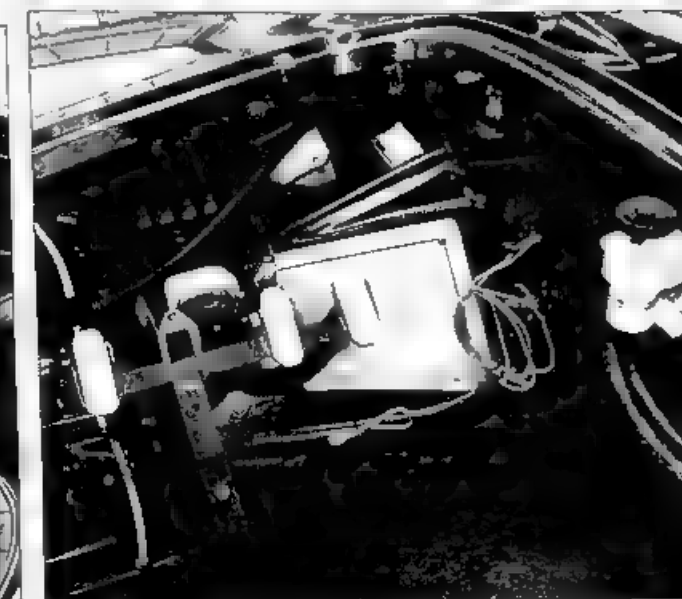
OUT OF AFRICA



This is exactly how the \$29,800 Superformance Cobra looks after being unloaded from the shipping container. All that's required to drive it away is installing an engine, a transmission and a driveshaft. Optional upgrades include a cloth soft top (\$900), chromed nerf bars (\$800), Wilwood performance brakes (\$1600), genuine Halibrand pin drives (\$4000) and even an aluminum body (\$17,000).



The windshield, Smiths-style instruments, steering column, seats and upholstery are already installed.



The engine compartment has the brake lines plumbed and the wiring harness hooked up. The exhaust headers are temporarily held in place with shipping braces.

Superformance's Imported Cobra Is Able to Leap Over Long Buildups in a Single Bound With an 8-Hour Assembly Time

By Steve Temple

PHOTOGRAPHY: STEVE TEMPLE

As odd as it may sound, the greatest American muscle car of all time started life as an underpowered British roadster. Maybe that's as sacrilegious as saying apple pie is a French pastry or baseball was invented in Italy. But what we're talking about, of course, is how Carroll Shelby created the Cobra by shoe-horning a Ford V8 into an AC Ace. So maybe it's not so strange after all that one of the latest and greatest replicas of the Cobra comes from across the water as well. What makes this replica distinctive, however, is not so much its origins in South Africa, because we've seen a number of other high-quality Cobras produced at other, equally remote corners of the globe. Nor are the components markedly different from other high-quality replicas assembled elsewhere.



What separates the Superformance Cobra from the pack is the packaging. When it rolls off the container ship, the car is so complete it's almost a turn-key vehicle, even though the price is still in the kit range. It's actually a pallet car, sans the engine, transmission and driveshaft. This approach is nothing new for imported component cars, because customs laws don't allow a new vehicle into the country with an engine installed unless the car has been crash-tested. The simple alternative is to bring in the vehicle without the driveline installed so it qualifies as automotive parts, rather than importing it as a completed vehicle. In fact, that's how AC Cars shipped the original Cobra to the United

States, where Shelby then installed the Ford powerplants.

For simplicity, think of the Superformance Cobra as a totally finished, ready-to-drive vehicle—the body mounted and painted with Spies-Hecher base/clearcoat, the interior installed, the suspension hung, the wheels and the tires mounted and the brake lines and the wiring all hooked up—and then pull out the engine tranny and driveshaft. That's what you get for \$29,800. Many Cobras on the U.S. market are offered as a partially assembled rolling chassis, but rarely are they as complete as this car for this low a price (government subsidies and low-cost labor in South Africa keep the cost down). Just plug in the driveline (see accompany-

ing inset box), pour in the fluids, turn the key and away you go. Project cars don't get much easier than this one.

Even though virtually no assembly is required, it's still good to know how the car is constructed. In this case, the chassis starts with a 2x4-inch, box-tube main frame that includes front and rear crumple zones and large-diameter outriggers. The body is riveted and then bonded to the inner liners with urethane adhesive. At the front are custom, unequal-length, dual A-arms with coil-over shocks and Mustang II spindles directed by a Volkswagen Jetta steering rack. The independent rear end is from a late-model Ford Thunderbird, except for Superformance's custom-fabricated chrome-moly halfshafts and mild steel

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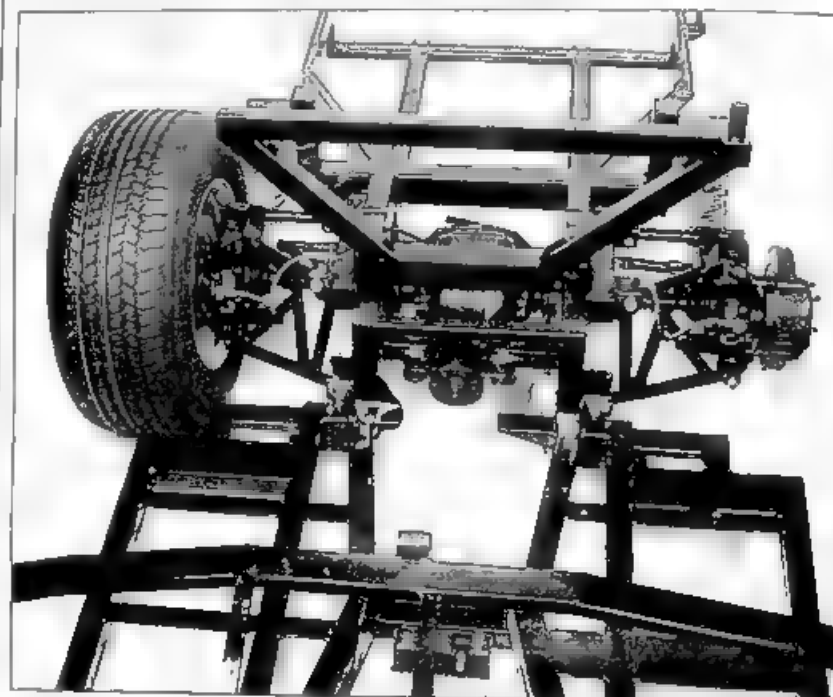
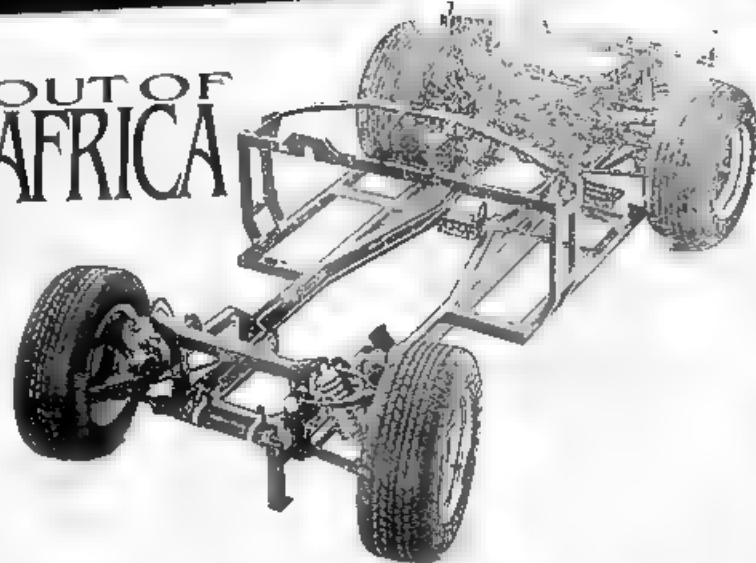
DESIGN ENERGY, INC.

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70 KIT CAR

OUT OF AFRICA



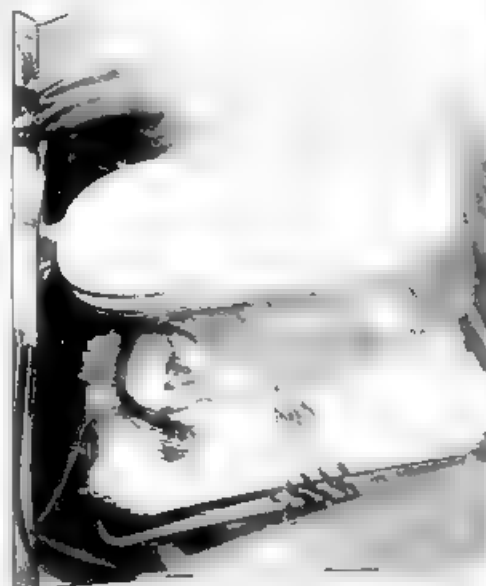
Since the Superformance Cobra is sold only in partially assembled or turn-key form, you normally wouldn't see a bare-bones chassis. Underneath this snake's skin is a ladder frame with tubular A-arms and coil-overs at the front. Bringing up the rear is a modified Ford Thunderbird unit.

control arms with AVO coil-overs.

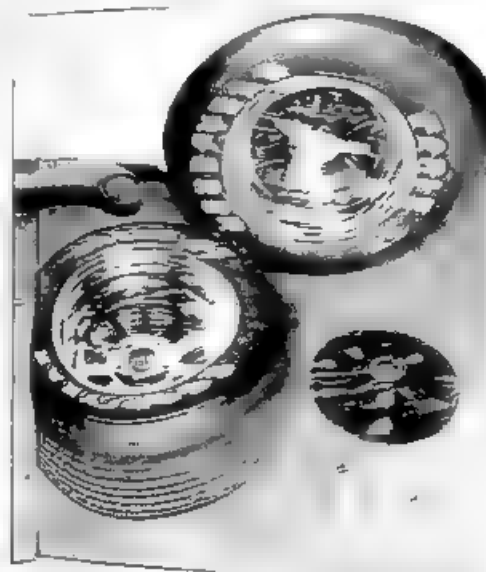
On the road, the Superformance delivers a satisfying combination of tractable street manners and high-performance breeding. It's quick on the turn-in, but not alarmingly so, and it carves through the corners with knifelike precision. The independent rear end has a compliant feel, without the jitterbug dance of a live axle. And it hooks up well too. We banged out a few acceleration runs and clocked 0-60mph times in the low 5s, which could easily be improved by a set of gumballs in the rear. Also, the 1040cfm Holley's mixture on the demo car's 427 sideolier needed leaning out. We prefer a four-speed Top

Loader over the five-speed Tremec used in Mark Fehring's ride (the demo car shown here), but that's purely a personal choice. The only other thing we'd modify if this were our car is the positioning of the pedals for easier heel-and-toe action. As for engine selection, the company actually recommends the Ford 351W for power, but Superformance's U.S. agent, Ron Rosen, says he installs a broad selection of powerplants ranging from a 302 to a 428.

Overall, the Superformance solves a lot of problems for the time-strapped Cobra builder who wants immediate gratification. We also like the fact that you know exactly what you're get-

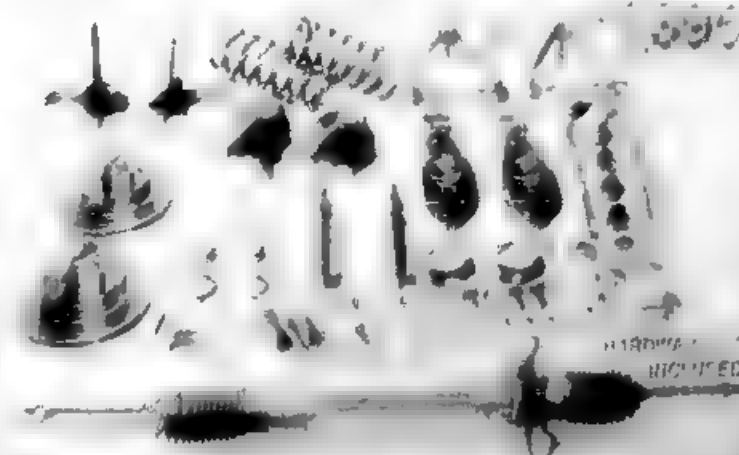


Anything from a 302 to a 428 will fit under the hood.



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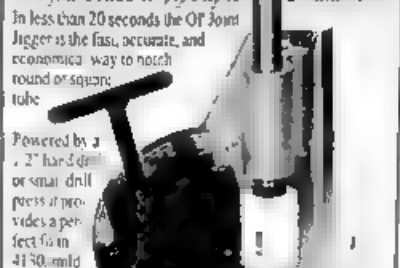
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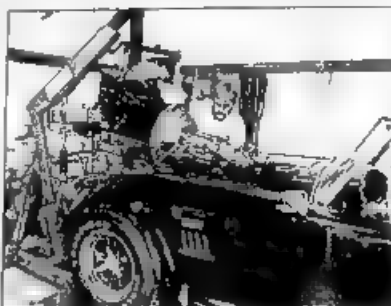
72 KIT CAR

OUT OF AFRICA

When we first heard of
Superformance's 8-hour
build time, we were frankly
a bit skeptical, until we saw
one of the replicas freshly
emerged from its shipping

container. There it sat—all
painted, outfitted, just
itching for a big block to
be bolted between the
framrails. Still not totally
convinced, we asked
Superformance's J.S.
agent, Ron Rosen, to
prove his claim to us. And
sure enough, the crew
started at 10 a.m., and by
5 p.m. the same day,

including time for a short
lunch break, they had the
thing up and running. We
are now believers. And
Mark and Michele Fehring,
owners of the red car we
tested, verified the total
amount of hours required
(although they spread
them out over about a
week of evenings in their
home garage).



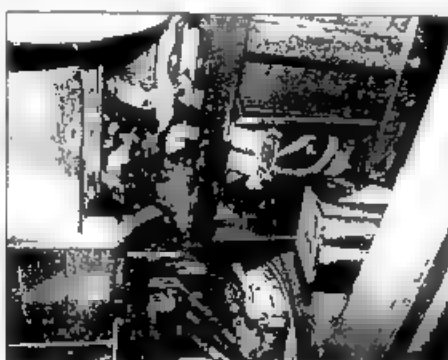
Mark Fehring lent a hand on the
engine installation. It's easier to install
it as a unit with the tranny attached.
The lever on the cherry picker allows
the powerplant to be angled into the
compartment.



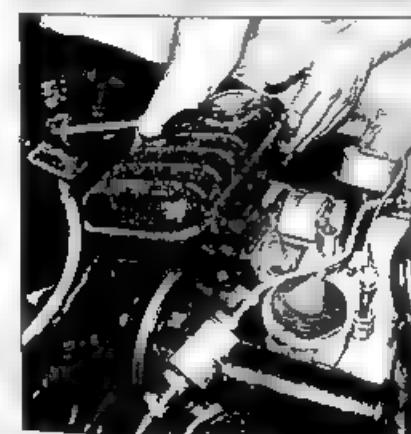
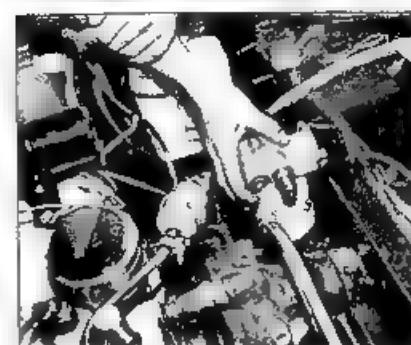
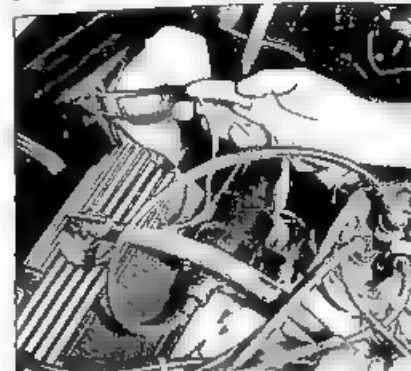
The splined end of the driveshaft simply
slips into place, and the flanged
end bolts to the differential.



With the engine and tranny in position,
they are bolted to their respective
mounts. Keeping the mounts loose
makes it easier to jockey things into
place. Also, exhaust headers should be
placed in the compartment prior to
dropping in the engine.



The starter and the grounding strap
should be installed after the engine is
in place. The sidepipes simply bolt on
as well.



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clutch line, sending units, a remote oil
filter and an overflow tank. Pour in the
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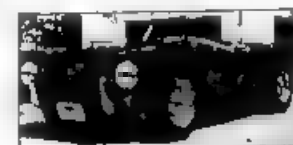
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McLela USA TWISTER

The New McLela Whips Up a Storm
By David Fetherston

We're not in Kansas anymore, 1985. But we're pretty close, because the McLela hails from the heartland—Oklahoma to be precise. Wherever it's from, this absolutely one of the most innovative low-buck kits to hit the market in recent years, beating to the punch the

long-running kit. The original Australian Ray Lombard, the McLela clearly draws design elements from the F-1 McLaren and the Acura NSX supercars, but reworks them into an affordable kit application to create this sharp little roadster. Not only is it sporty, the McLela has innovative features that are groundbreaking in the kit car industry. The kit starts with the tried-and-true concept of using a complete

Volkswagen Beetle floorpan as the foundation, but it requires no chassis mods or shortening. Using a VW pan has always presented many benefits to kit builders, such as ease of assembly, parts availability, performance upgrades and, best of all, low initial cost. Although the basic body kit fits on a stock VW pan, for greater chassis rigidity a recommended option is a bolt-on tubular subframe. Or for those who prefer a more modern chassis, a tubular space frame is available with an option for a mid-engine application, allowing a broad range of powerplants and drivetrain applications. The space frame uses VW suspension, with coil-overs employed in the rear for mid-engine setups.

Although the McLela is manufactured by Quality Construction & Engineering, Dynabug Automotive in Tulsa, Oklahoma, is the sole distributor and provided us with this car, which belongs to company Vice President Duane Voss. Dynabug is a large VW parts supply company offering everything for on- and off-road VWs. It also has an engine building and transaxle shop, so the McLela distributorship is a perfect fit for the operation.

The car shown here is the fifth one out of the mold, and it looks as though it went together rather nicely. Surface shapes are straight, and the



The unique door design pivots aft on gas struts.

This clean-looking cockpit displays VW Golf instruments set in a custom dash covered with Naugahyde upholstery.



To get the right seating position, the cockpit floors had to be dropped slightly.



Styling influences from both the F-1 McLaren and the Acura NSX are evident.

options, including an upholstery kit for \$750, a T-top kit for \$650 and a rear wing for \$244. None of these pieces is very expensive, so optioning up the kit is not a big deal.

According to Voss, he and his crew assembled this demonstrator in 13 days (and nights) after they decided to become distributors for the kit. Voss used a '75 VW floorpan with a dropped front beam, lowered seats and a shifter moved back 8 inches. He and his crew also lowered the stock VW independent rear suspension by dropping the torsion bar two notches and adding a pair of adjustable coil-over shocks.

Powering this McLela is a custom-assembled and balanced 1775cc VW flat-four bolted to a stock VW four-speed transaxle. Dynabug built the engine using Cima 8.5:1 forged pistons, modified Super Beetle heads, a Scat C-35 sports cam and a pair of Weber 44 IDF downdraft carburetors in Weber manifolds. The exhaust flows through a set of custom headers fitted with a pair of Thunderbird glasspack mufflers.

The body was delivered in gelcoat and then painted in Euro Red over a white basecoat by Danny's Paint and

Body in Tulsa. The interior was fitted with a set of Scat sports seats trimmed in fabric and Naugahyde. Finishing touches include black carpet, a Sony stereo, and a McLela dash fitted with a VW Golf GTI instrument cluster.

Since it's essentially a simple rebody, the McLela requires little in the way of re-engineering. However, the VW pan's gear shifter does have to be moved back, and the seat floors need to be dropped. With its \$2740 starting price, it's worth looking over in some depth if you'd like to convert a Bug into a beauty for only a few bucks. Yes, Toto, we're definitely not in Kansas anymore. **KC**

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McLela

The New McLela Whips Up a Storm

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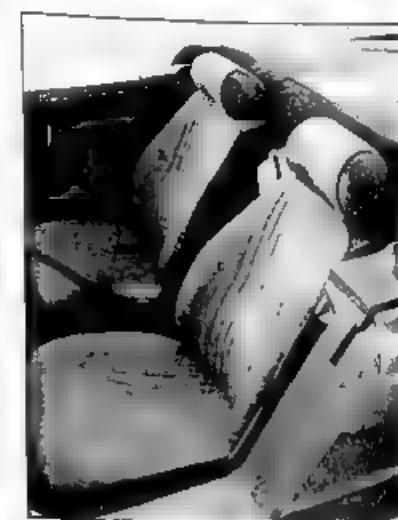
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The car shown here is the fifth one out of the mold, and it looks as though it went together rather nicely. Surface shapes are straight, and the paint finish is show quality. The McLela's crisp lines flow back into a wide rear section that covers the transaxle and engine. Perhaps the most interesting feature is the unusual rear-pivoted, flip-up doors. The abbreviated doors swing vertically on gas struts and stand upright when open. When closed, the doors lock on a conventional lock pin mounted in the front doorjamb.

The McLela's seating position is low, giving the feel of a race car driving position, with the door's top edge at shoulder height. This low seat position requires the lowering of the floorpan under each seat. The windshield is from an '84-'86 Honda Civic two-door Liftback, and the front quarter-windows are custom-fabricated Lexan. Behind the two-passenger cockpit is a streamlined tonneau cover that integrates a pair of headrests into the bodywork.

Offered in four stages, the McLela starts at \$2740 for Stage I (basic body kit), \$3564 for Stage II (body mounted to chassis with doors hinged and fitted) and \$5305 for Stage III (body mounted to tubular chassis). If you'd rather not do any wrenching at all, a complete turn-key car starts at \$12,650. The kit is offered with a list of accessories and



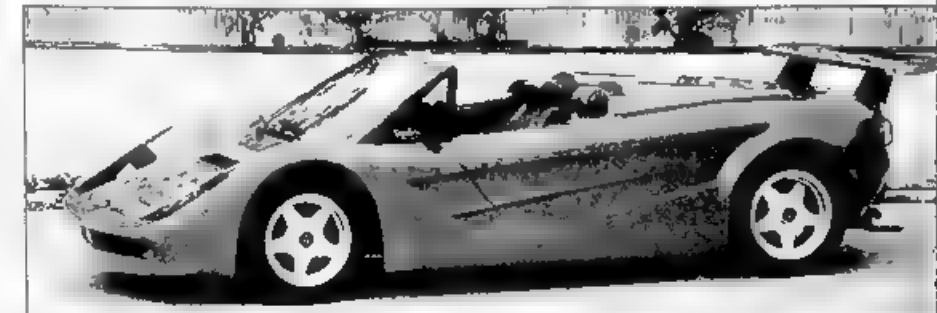
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The unique door design pivots aft on gas struts.



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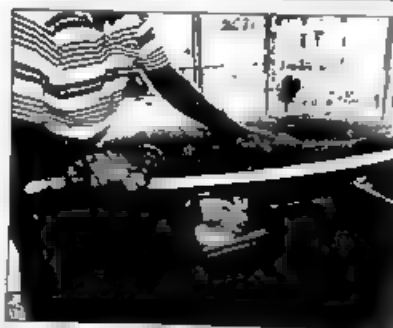
Bogged Down in a Buildup? All You Need Is a Little Help From Your Friends

By Steve Temple

Building a kit car can be pretty tough if you don't know a few shortcuts. While our regular tech and buildup features have plenty of handy hints, some items have broader applications. That's what this feature is all about. It gives quick tips on how to keep your project progressing and also tells you about some new products and tools that simplify kit building. We want to extend a general word of thanks to the kit enthusiasts and companies mentioned here for their willingness to let others benefit from their experience. Chrysler engineer John Hunkley (whose Cobra buildup was featured in our May '95 issue) was of particular help on safety and other technical matters. That's what it's all about for kit car folks—letting others know easier ways to complete their projects and get them on the road.



PHOTOGRAPHY: STEVE TEMPLE

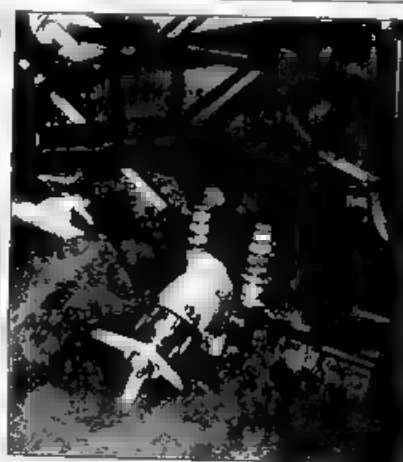


Cutting Edge

Whatever type of donor car you're using for a project—Fiero, VW Beetle, Chrysler LeBaron or Datsun Z-car—it's often necessary to cut the top or trim the wheelwheels. Before you begin slicing and dicing though, mark off the line you plan to cut with masking tape. It's easier to follow and helps keep a cleaner cutting line. You can use either a disc cutter, a Sawzall or a jigsaw, depending on the type of cut required. Be sure to wear eye protection because the sparks can really fly.

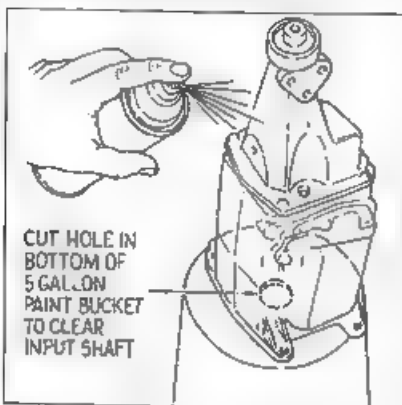


76 KIT CAR



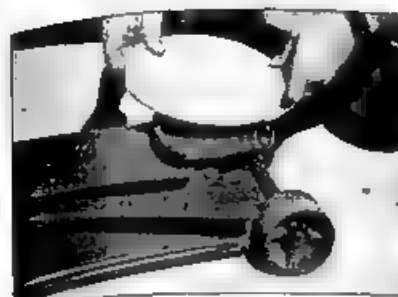
If I Had a Hammer

When installing bolts on suspension pieces and the like, use a rubber mallet for some gentle persuasion. A standard hammer will ding up the head of the bolt and make it harder to fit on a socket. Always use Grade 8 bolts (indicated by the six hash marks on each head) for safety-related components. Never use anything less than a Grade 6 (three lines on each head). Any bolt that has no markings on the head and has cut rather than rolled threads is junk—don't use it. Don't cut corners with critical fasteners—your life depends on it.



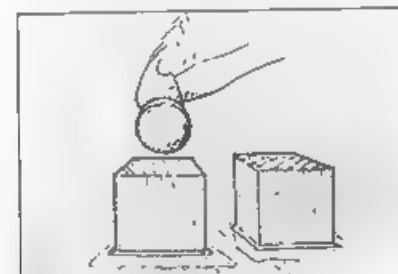
Tranny Holder

As kit builders, we like our rigs to look good. So rather than just painting the engine and the engine bay, we usually go a step further and detail other items such as the transmission and the driveshaft. However, giving a manual transmission an even, 360-degree paint job can be nerve-racking. We cut a hole in the bottom of an old 5-gallon paint bucket and then set the tranny on it vertically. The hole allows the tranny input shaft to pass through but supports the main hull of the gearbox. With it sticking up, you can walk around the tranny while painting, enabling an evenly applied paint job.



Gouge Guard

Almost all floor jacks have built-in upward-facing ridges on the jack pad that are notorious for scratching, gouging or denting underbody parts. On our project vehicles we place a polyurethane pad over the jack pad that is flexible enough to follow underbody contours but has enough cushion to prevent damage to the undercarriage. We got custom-fit polyurethane pads for our Snap-On floor jack from Summit Racing Equipment (216/630-0200), which also offers dozens of different-sized pads for a variety of jacks.



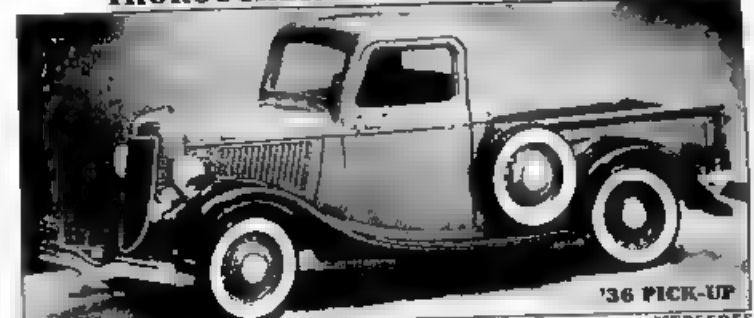
Sticky Subject

If your project requires applying adhesive between fiberglass and another material such as metal or wood, the resin experts at Gougeon Brothers say it's a good idea to use this preliminary test before laying the epoxy on your project. First, prepare the test surface with the same method you'll use on the kit components. The test will deface the selected surface if adhesion is good, so use only items or areas that can be damaged. If you choose wood, warm the test block to 120 degrees Fahrenheit before applying epoxy to allow it to migrate deep into the end grain. Thoroughly coat both surfaces of the items to be bonded. Then clamp or tape them together with firm pressure until the epoxy cures. Tap on the side of the test block until it breaks free. If you have good adhesion, it will pull a layer of material off the surface of the fiberglass. The more material that is attached, the better the adhesion. If there is little or no transfer of material from the surface, it probably indicates contamination or inadequate preparation. With good adhesion to gelcoated



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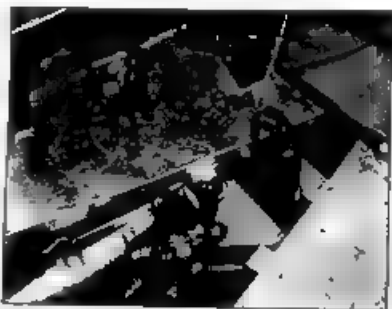
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fiberglass, the gelcoat often comes off right down to the glass laminate. The breakaway seldom leaves a uniform film of gelcoat over the test block, even if the adhesion is good, because the hammer blow imparts uneven shearing forces. If you have further questions about adhesion, contact the technical advisors at Gougeon Brothers (517/684-7286).



Safety Hoop

If your kit's frame doesn't come with a driveshaft hoop, be sure to install one as shown on this ERA Cobra. The hoop could be the only thing standing between you and a flying shaft spinning at high revs. Fiberglass isn't bulletproof, and a driveshaft that lets go can punch through paneling like a cruise missile.

Cover Me

Except for aluminum, any metallic item you bolt or weld onto your kit is prone to rust, especially on exposed areas of the chassis. To prevent that from happening, clean parts first with a solvent such as 3M Adhesive Remover and then spray-paint the parts with two coats of primer and one topcoat. Wire coat hangers make great paint hooks. For large, exposed items such as the frame, use Chassis Coat Black from RestoMotive Laboratories (800/457-6715). Not only is this semigloss flexible topcoat actually strengthened by moisture, it is also claimed to be unaffected by UV light.

78 KIT CAR



Heavy-Duty Gear-Reduction Starter

Cone Chevrolet (714/871-6300) reports that GM Performance Parts now offers a trick high-torque gear-reduction starter (PN 12361146) for Chevy big- and small-block V8, L6 and V6 90 degree engines that, compared to conventional full-size starters, saves weight, provides added oil pan clearance and offers additional cranking power. Weighing only 10 pounds, the new starter is 50 percent lighter than a fullsize unit; its dual mounting-bolt pattern ensures compatibility with both 153- and 168-tooth flywheels and flexplates. The main housing can be rotated in relation to the mounting pad, allowing it to clear most exhaust systems. Embossed with a red Chevrolet Bow-Tie logo, the starter features a 3.75:1 gear-reduction ratio and a 530-amp load draw.

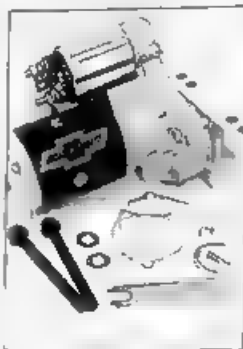
Ford Motorsport also offers a mini high-torque starter (PN M-11000-A50). Its unit weighs approximately 5 pounds less than the production starter yet also provides more cranking power. The starter comes with an integral solenoid and cables and fits most 289, 302, 351W and 351C engines.

Mopar Performance has a lightweight mini gear-reduction starter too. Part No. P4529127 fits V6 and small- and big-block Chrysler engines.



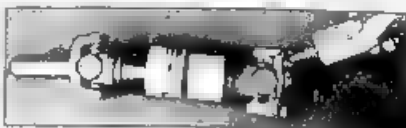
Gen 5 Oil Consumption Fix

GM has a service fix kit for Gen 5 big-block engines that cures excessive oil consumption problems while improving fuel economy. Part No. 12360874 includes 16 new valve stem seals and valvespring retainers. Kit installation requires exhaust valve guide height machining per the supplied instructions. No machining is required on the intake side.



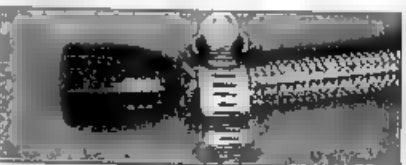
Drivetrain Dos and Don'ts

It's always smarter to drop in the engine and tranny as a single unit, and a leveler on the hoist makes it easier to angle it in. For safety's sake use a performance-grade bellhousing with a steel flywheel (not a production cast-iron unit) and a brand-name clutch with ARP bolts for everything. Also, make sure the steel flywheel you buy is made with the correct external balance factor for your particular engine. Your life and legs depend on it.



Tight Lock

Loctite should be applied to all nuts and bolts that absolutely must stay tight, such as the nuts and bolts where the driveshaft's U-joint fastens to the pinion flange or on the set screws in the steering system.

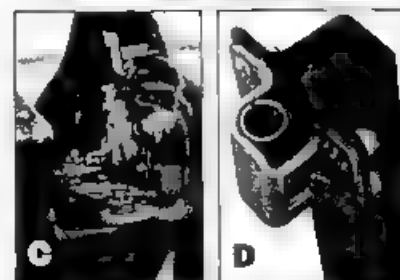
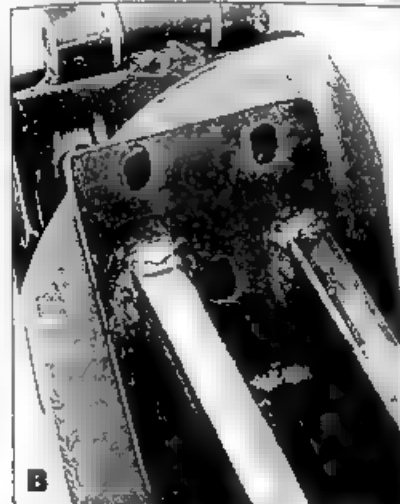
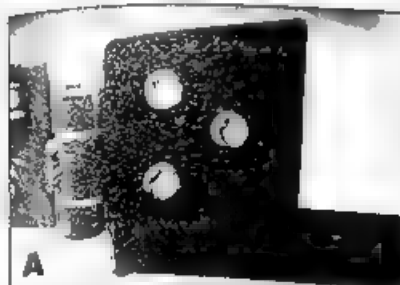


Socket Installation Aid

When assembling stainless steel braided hose, temporarily compressing the end of the hose with a common worm-drive hose clamp eases the difficult chore of starting the socket over the braid. In addition, with the stray braided ends compressed, the risk of cut fingers is greatly reduced.

Filling the Gaps

If you've got some gaps to fill or need a thicker consistency in your resin, add some 403 Microfibers from Gougeon Brothers (517/684-7286). The company says this fine-cotton-fiber blend mixes easily with epoxy resin and retains excellent surface wetting and penetrating capabilities.



Lambo Jamb

Having trouble getting those vertically opening doors to work on your Countach replica? Alan Schrager of Euro-Works (513/293-6834) offers some simple solutions. He has a mounting plate (A) that is welded to the chassis (Fiero donor or custom). An inner panel slotted to allow for adjustments sandwiches the fiberglass door to the hinge (B). The latching portion of the door (C) is secured with two bolts welded to the frame, and the striker (D) is mounted to the doorjamb. After the door skins are trial-fitted, weld steel tubing between the inner hinge plate and the latch (E).

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Burning Boots

If your kit car burns spark plug boots and wires because of their close proximity to the high-heat environment of aftermarket exhaust headers, try running a set of shorty spark plugs to gain more clearance. The plugs are available from companies such as ACCEL and are usually about 1/4 inch shorter than standard spark plugs—which gives that bit of extra room needed to clear nearby items.



Spotting a Side-Oiler

If you're a Cobra purist, you've gotta bolt in a big-block, preferably a 427 side-oiler. It's not easy to distinguish one from the similar-looking 428. The obvious differences: the cross-bolted main bearings and the oil passages in the side of the block (hence the side-oiler designation—note where the rod is inserted and the oil plug that is being pointed to). 80 KIT CAR



Hang On Tight

Everybody could use an extra pair of hands, but the Robo Grip pliers from Sears are the next best thing. These spring-loaded pliers automatically adjust to provide one-handed operation, and the V-notch jaws are designed for enhancing the grip on hex fasteners.



Back Problems

Trying to determine the amount of wheel backspacing can be a real hassle. Most people put a tape measure on the backside of the hub and attempt to guess where the rim would theoretically bisect the measurement on the tape measure. And with a tire installed on the rim, the guesswork is increased, because you can't get a level view of the rim edge. To get an accurate and easy backspace measurement, cut a few different-length (to work on different-sized rims) pieces of scrap sheetmetal that will straddle the width of the rim. Then, use a tape measure to calculate the distance between the hub and the sheetmetal tool. Voilà, you've got an accurate measurement! We made various backspace tools and then marked them 14, 15 and 16 inches so we'd know which one works on what wheel.

Smoke Signals

If your kit car has an exhaust header crack in a hard-to-locate area, try pouring a small capful of automatic transmission fluid into the carburetor while the warmed-up engine is running. Usually, the burning fluid's smoke will leak out of the header crack, giving you a visual indication of where the hairline crack is.

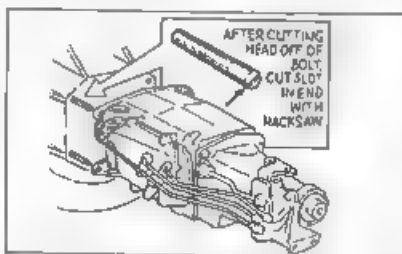
Shifty Character

For that exotic look in the cockpit, Imaginary Fiber Glass (909/597-4110) has a slotted shifter. Not shown is a bracket that fastens to the Fiero's stock shifter mechanism.



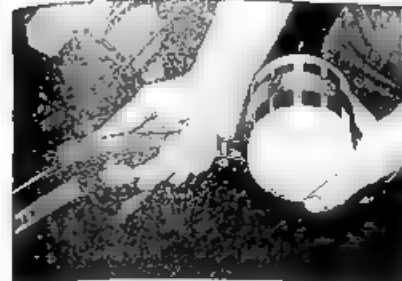
Firewall Finish

Any hose or wiring harness that passes through the firewall needs a rubber grommet to protect it from chafing. Also, if you use aluminum paneling on the firewall, Chrysler engineer John Hinckley says not to polish it because it will oxidize in short order and will look scruffy. Clearcoating won't help either, because it eventually bubbles from the heat. He recommends rubbing the paneling with maroon-colored 3M Scotch Brite pads wetted with WD-40. Afterward, wipe off the black residue with paper towels and rags. This will give the panels a nice satin finish that stays looking good.



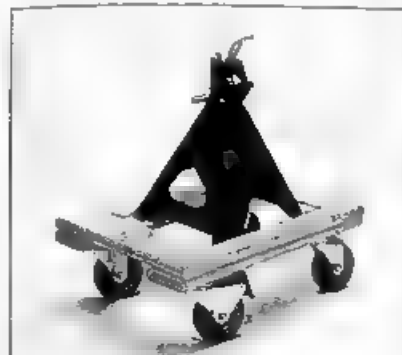
Low-Buck Line-Up Tool

When installing a four-speed manual transmission in your kit project, getting everything lined up correctly can be a pain. We've found that if you saw off the ends of a few bolts (the same size/thread as used to mount the tranny, but a few inches longer), you can thread them into the clutch bellhousing to be used as alignment pins. Once the tranny is slipped into place, simply remove the two alignment bolts and you're done. And to easily get the bolts out (after sawing off the bolt head end), use a hacksaw to cut a straight notch in the bolt end, which will allow you to use a straight-edge screwdriver to thread out the bolt when the job is done.



Easy Oil Filter Removal

Having trouble breaking that oil filter loose because the filter wrench can't get a grip? Place several strips of electrical friction tape on the filter or oil filter wrench for greater grabbing power.



What a Dolly

Why strain your back moving all those heavy components for your kit? Kingsbury Dolly (800/413 6559) has a multipurpose shop dolly that can be used to move cars, parts, motors, transmissions and more. These dollies are designed to work with jack-stands (shown but not included), as well as under tires or frames. A set of four will hold 4000 pounds, and each dolly has its own brake.



Enhance Electrical Connector Reliability

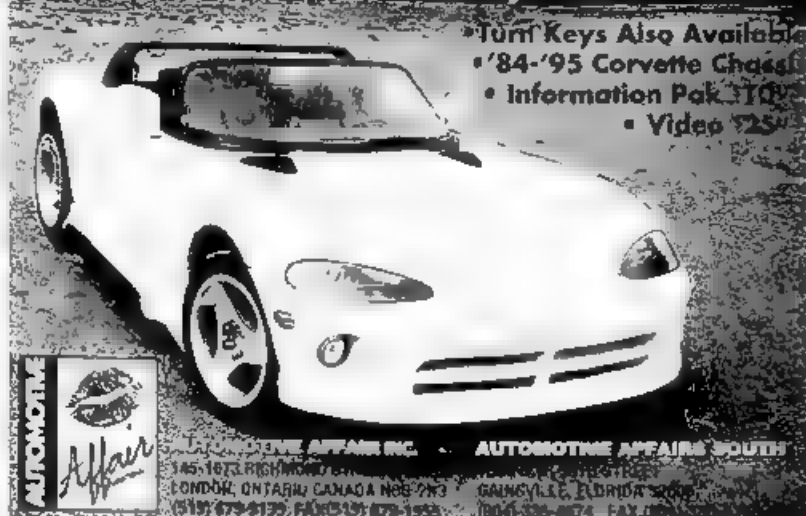
Intermittent electrical problems are a pain in the neck to track down and solve. Often the pesky problems can be traced to aging electrical connectors that have developed excessive resistance buildup.

Contacts are generally the weakest link in any piece of electrical or electronic equipment, whether it be an electronic ignition module, an automotive computer, a power door lock or a headlight.

Most connectors on older cars are not environmentally resistant, so

INTRODUCING THE VORTEX

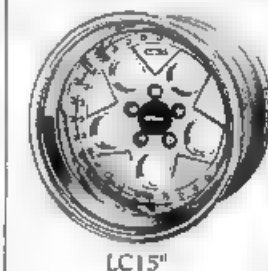
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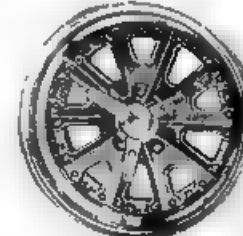
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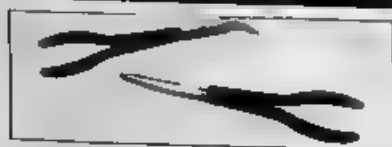
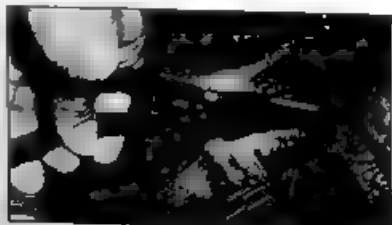
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they're particularly vulnerable to corrosion and degradation. Although environmentally sealed connectors are common on today's computerized cars, even minute current fluctuations can throw the computer off.

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Nosey Pliers

Kit car engine compartments can be crowded, and getting at those hard-to-reach components can be, well, hard. Long-reach needle-nose pliers, such as these 11-inch models from Sears, can help you get into those remote areas.

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No-Stick Spray

If you frequently disassemble parts for between-round maintenance or tuning—for example, yanking the valve covers to set valve lash or removing a Holley carb's float bowl and metering block to change jets—spraying Pam nonstick spray on the gaskets prevents them from sticking to metal surfaces. The gaskets won't tear during parts disassembly, allowing their reuse. Pam can also be used as a release agent on fiberglass molds.

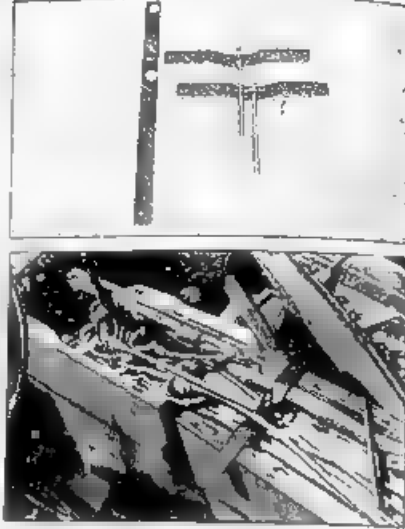


Likable Linkage

One of the most popular project car hop-ups involves swapping on an aftermarket intake and carb setup for improved engine performance. However, many times the swap will relocate or raise the location where the throttle linkage attaches. As a result, the linkage geometry isn't 100 percent correct, and binding occurs when the gas pedal is mashed. To remedy this, try installing a spherical rod-end fitting on the end of the stock linkage. If the linkage needs to deflect slightly, the spherical rod end will compensate for the flex.

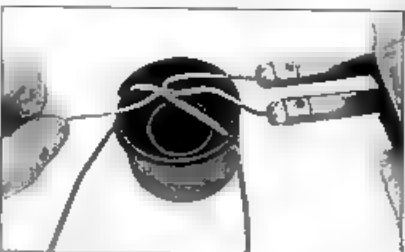
Wheel Alignment Eased

If you do your own wheel alignments, placing plastic trash bags under the front tires makes it much easier to turn the wheels with the vehicle stationary on the ground.



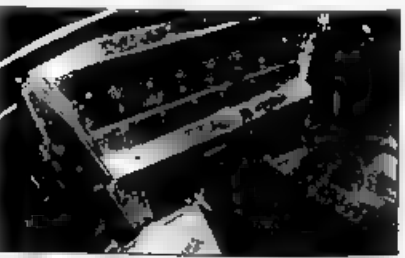
Stretch Brackets

Extending your Fiero's frame for an exotic body kit? I.F.G. has some brackets to extend cables for both the parking brake and transmission. The brackets for the latter simply move the retainer clips back several inches, with an adjustable steel rod to make the connection to the shift lever. The brake bracket allows the cable hookup to be mounted farther aft.



Wire Holder

Notch the cap from an aerosol can to serve as a wire holder when soldering two wires together. That leaves your hands free to hold the solder and the soldering iron.



Full Access

If your kit has inboard brakes in the rear, such as a Cobra with a Jaguar independent rear end, you might want to install a removable panel in the back of the cockpit. This is how ERA builds its Cobras at the factory, and the company says this feature greatly simplifies servicing.



Shine On

Having trouble getting a good gloss on your gelcoat? Dan Barbee of the Association of Handcrafted Automobiles (sponsor of the annual Knott's Berry Farm kit car show) says he's tried every imaginable polish and wax on his color-gelcoated Magnum but has found the best product to be Novus Plastic Polish. He says it also works really well on the Plexiglas rear window. Be careful not to use ammonia-based products such as Windex on plastic. Solvents like ammonia, acetone and alcohol will cloud and discolor plastic.



White-wall Alternative

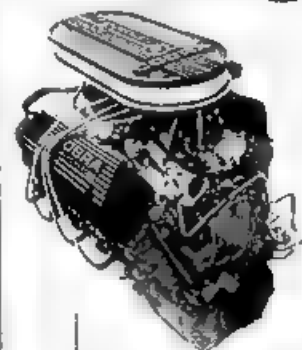
Want that classic white-wall tire look on your vintage vehicle but in a modern tire? Peter Portugal, the artist who crafted the

wooden-bodied Dolphin featured elsewhere in this issue, improvised by slightly sanding down the outer face of his tires and applying liquid white rubber. Looks like a factory tire, doesn't it?

Jackstand Be Nimble

Facilitate proper jackstand height adjustment by color-coding the various notches or pinholes in the stands. That makes setting the correct height on all four stands a snap, especially if you have more than one vehicle.

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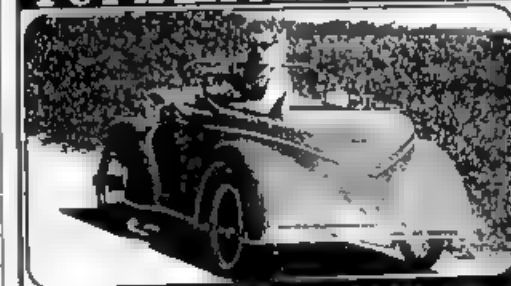
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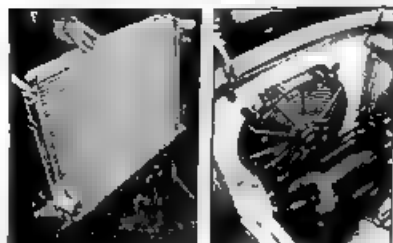
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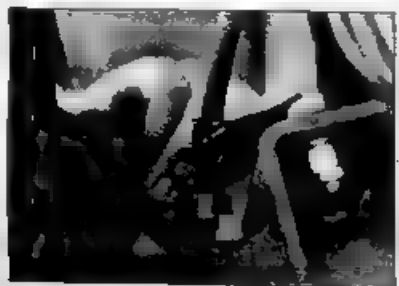
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50+ TECH TIPS 'N TRICKS



Rad Radiator

Kit car engines can run hot for a number of reasons: big engines in a small compartment, restricted air flow, performance mods, whatever. To keep your cool, use an aluminum radiator with a bleeder screw and a 1/4-inch tube, such as this one that comes standard on Contemporary Classic Cobras. Also, add a thermostatically controlled electric fan. Wire the fan through a three-way toggle switch with positions for "on," "off" and "automatic," so you have full control of the relay should the sensor go haywire. Mr. Gasket has a good thermostatic fan control kit (PN 1992) for \$26 that includes the relay, sensor and wiring.



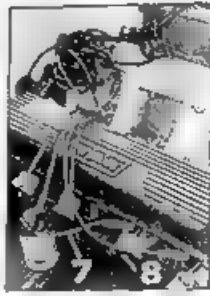
Barbed Brake Line

When doing rear drum brake work, removing the barbed-style emergency-brake-cable retainer isn't always easy. You can push each barb "finger" upward with a screwdriver, but doing so is really tricky and usually results in gouged hands. Next time try using a small worm-gear-type hose clamp to compress the barbs. Simply position the clamp over the barbs and tighten the clamp, and the barbs will be evenly compressed, allowing you to easily remove the emergency brake cable. Once removed, loosen the clamp and pull it off.

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Crossfire Prevention on Ford FE Engines

To prevent crossfire on Ford FE big block engines (332/352/390/406/410/427/428), never run the Nos. 7 and 8 spark plug wires adjacent to each other—these engines have a 1-5-4-2-6-3-7-8 firing order, and Ford's engine cylinder numbering scheme places cylinders 7 and 8 next to each other on the driver-side bank.



Fiberglass Boat Repair & Maintenance

| | |
|--|----|
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Glass Book

You've probably noticed a few other fiberglassing tips from Gougeon Brothers in this feature. If you'd like to have a handy reference on repairing gelcoat damage, loose hardware or surface delamination, get a copy of the company's \$3 manual, *Fiberglass Boat Repair & Maintenance*. Many of the techniques used on boats apply to our fiberglass-bodied kit cars. The book's appendices cover terminology, tools and tips for working with epoxy in special situations. Gougeon Brothers, Inc., Dept. KC01, P.O. Box 908, Bay City, MI 48707, 517/684-7286.



Wedge Wipers

Those large windshields on Lambo replicas need a special dual wiper. If your Countach kit is on a Fiero, I.F.G. has armatures with blades that fit on Fiero wiper motors.

Rocker Cover Adapter

If you're running '87 or later small-block Chevy cylinder heads on an earlier application and want to retain that traditional look, GM offers a rocker cover adapter (PN 24502540) that allows you to bolt 55-'87 symmetrical edge-bolt valve covers to the late heads machined for centerbolt valve covers.

Drill Team

When building a kit, you'll probably drill more holes through both fiberglass and metal than you've ever imagined, and whatever bits you have lying around will probably just drive you crazy because they're old and dull. Chrysler engineer John Hinckley recommends Sears' gold-colored bits called "Best Drills Sears Sells" in sizes up to 1/2 inch. While you're at it, get a keyless chuck and a set of hole saws from 3/8 to 2 inches. A good cordless drill beats dragging extension cords all over the garage. Another tip: Use cutting oil on both metal and fiberglass so the bits cut faster and last longer.



Tire Trick

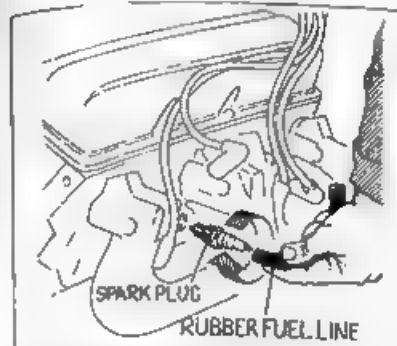
Not sure how much contact your tires are getting? Andy Fiffick of A.C. Exotic Cars (216/582-5444) marks off his tires with a wide swathe of white shoe polish. The mark extends across the tread pattern and 1/2 inch up the sidewalls. After a few passes on the track or a winding road, he checks out how much polish has worn off. If the polish is only rubbed off at the center of the tire but not the sides, then the tire pressure needs lowering until the polish wears right to the edge of the tread without rolling onto the sidewalls.



PHOTO: JERRY HEASLEY

Get It In Gear

Often, the hardest part of installing a manual transmission involves aligning the input shaft teeth with the dogs on the clutch disc. To ease installation, simply put the transmission in gear before installing it and either slightly rotate the tranny while sliding it in or have a buddy slowly twist the output shaft until the teeth align. When the teeth align, the manual trans should slide the rest of the way in.



Problematic Plug

If you are having a hard time threading in spark plugs in hard-to-reach locations (because of headers or brackets that are in the way), slip a short piece of rubber fuel line over the end of the spark plug tip to serve as a poor-man's swivel-type wrench.



Hot VW Spark

For VW-powered kits, C.B. Performance (209/733-8222) has introduced a new electronic ignition system with no points and the power of a full HEI setup. The kit fits inside a standard Bosch 009 distributor. Priced at \$150, it includes everything required for the conversion. Installation is simple: Remove the points from the distributor and substitute them with a pickup coil and reluctor. Replace the standard coil with an electronic module and HEI coil. Spark advance is controlled by the existing mechanical mechanism, and voltage is upped to more than 40,000 volts. C.B. says the unit provides better idle, a 5- to 10-percent power gain and reduced emissions.



Prime Time

When doing an oil change, if the oil filter mounts in the traditional vertical way (if it hangs from the cylinder block), always prime it with fresh engine oil before installing it on the engine. Doing so prevents the engine from experiencing a momentary oil starvation during start up. We've found that you can fill traditional "short" oil filters (such as an AC Delco PF25) with about 3/4 quart of oil. Larger "long" filters (such as a PF35) can hold an entire quart or more.

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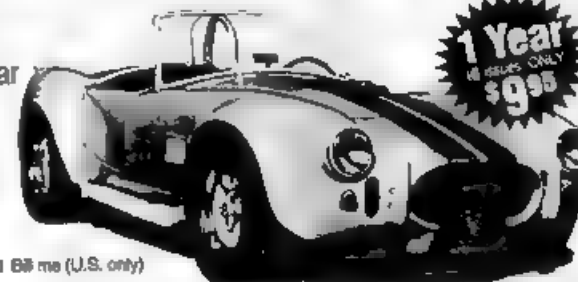
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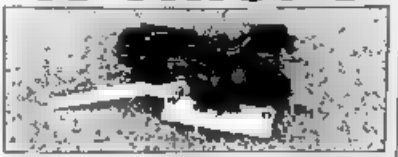
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Lambo Lights

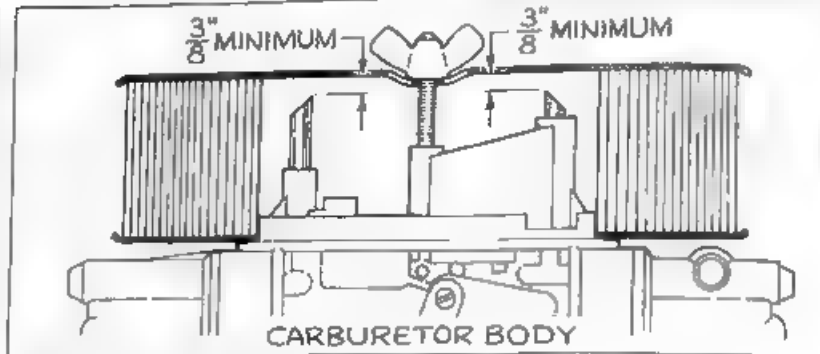
Getting those Fiero pop-up headlights to work on a Countach body kit can be a pain. I.F.G. has some trick adjustable brackets that allow easy positioning of both the electric motor and the lights. Slots in the motor bracket allow precise positioning, and set screws in the headlight frames can be adjusted from the front of the car.



Bug Brakes

If you want to upgrade the front drum brakes on your VW Beetle-based kit, the Type III's rotors and calipers combined with '67 and later Karmann Ghia spindles are a straight-across swap onto a Type I Beetle. Note, though, that the hubs have a four-bolt pattern, and replicas of 356 Porsche Speedsters require a five-bolt hub for that vintage look.

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Holley Vent Tube Clearance

Whether a Holley carb's vent tubes are angled or flat on top, there should always be no less than 3/8 inch of clearance (and preferably 1 inch of clearance) between the top of the tube and the underside of the air cleaner lid. Tighter clearances place the lid too close to the vent tube, which results in incorrect float bowl reference pressures. A pressurized float bowl creates an overrich condition.



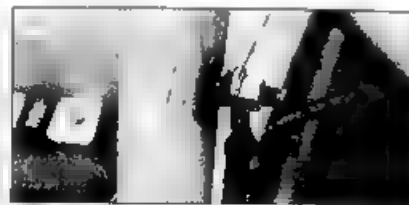
Hobbs Switches

Stewart-Warner Hobbs' pressure and vacuum switches let you turn on or off various devices or accessories (such as electric fans, air conditioning, nitrous oxide or water injection) when boost or vacuum reaches a pre-selected level.

A variety of normally open or normally closed single-circuit/internal-ground, single-circuit/two-terminal, and dual-circuit/three-terminal switches is available in a choice of vacuum or boost pressure activation points. Here, Hobbs switch M-4070, a normally closed, single-circuit/internal-ground switch is used to cut out the A/C unit whenever vacuum falls below 4 inches Hg, resulting in added power for passing or other max acceleration conditions. For more info, contact Stewart-Warner Instrument (Dept. KC01, 580 Slawin Ct., Mt. Prospect, IL 60056, 708/803-0200).

Back Up

To prevent cross-threading a bolt, try threading the bolt backwards (as if you're loosening it) until you feel a slight "click," then begin to thread it in a normal fashion. Usually, the click will indicate that the threads are aligned and ready to be correctly threaded.



Sturdy Stud Ground Lug

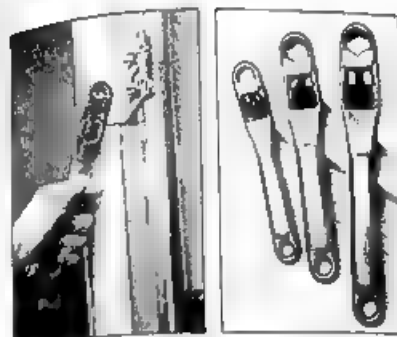
On a custom-built car, weld a 1/2-inch-long 3/8-inch bolt to the frame or rollcage to serve as a grounding stud. This offers a more positive ground, especially with trunk-mounted battery systems.

Firewall Ground

On unibody donor cars in which the front subframe bolts to the rest of the unibody structure, the usual engine-to-frame ground may not make good contact. The typical insulating grommets between the subframe and the unibody only compound the problem. MAD Enterprises (Dept. KC01, 15180 Raymer St., Van Nuys, CA 91405, 818/786-5725) provides a solution. Ground the engine to the firewall, not the subframe—you'll be amazed at the difference.

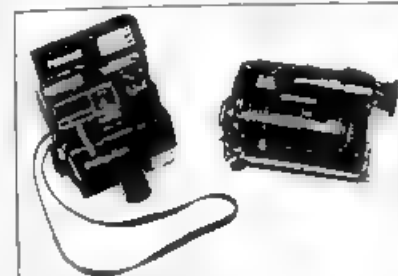
Even on conventional full-frame cars running rear-mount batteries grounded to the trunk floorpan, the rubber body insulators may prevent a good ground connection, once again, an engine-to-firewall ground may prove advantageous.

Of course, to ensure a low-resistance connection, remove nonconducting finishes (such as paint and anodizing films) from the attachment surface in contact with the grounding cable. Apply oil or another preservative at the connection to prevent corrosion whenever the protective finish is removed.



Pocket Socket

Have you ever gotten caught in a tight spot with the wrong size of socket or wrench? Tired of scraping your knuckles when your open-end adjustable wrench slips off? Sears has a new adjustable socket wrench that puts the vise on hex nuts and bolts. Its four-sided, open-top head provides a good grip and allows it to fit over extended bolts.



A Picture Is Worth...

Here is a tech tip worth its weight in gold. Before you begin ripping and tearing on your next buildup project, grab a camera (or a video camera) and get a quick snapshot of what the whole assembly looks like in a state of "togetherness." All too often kit builders begin hastily disassembling items on a donor car, only to be baffled as to how it gets put back together and what it looks like in a finished state. For example, after you remove a rear brake drum, snap a Polaroid photo of the brake springs, adjusters and other assorted gizmos so you know how they are supposed to reattach when reassembly begins.

Devastating Dust

Because HEI ignitions have a highly ionized atmosphere within the distributor cap, a dustlike buildup can easily occur, which may lead to spark crossfire. To keep your kit car running strong, occasionally pull off the distributor cap and rotor and use compressed air to blow off the gunk. Also, check the terminals and the rotor tip to look for any signs of fatigue or "burning." This cleaning step only takes a few minutes and ensures optimum spark ignition. **KC**

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By David Rothman

STRAUSS WALTZ

The car was a 1964 Buick Wildcat, a four-door sedan, with a chrome bumper and a chrome grille. It was a dark color, possibly black or dark blue. The car was parked on a street, and the background was a plain wall. The car was in good condition, and it was a nice example of a classic car.

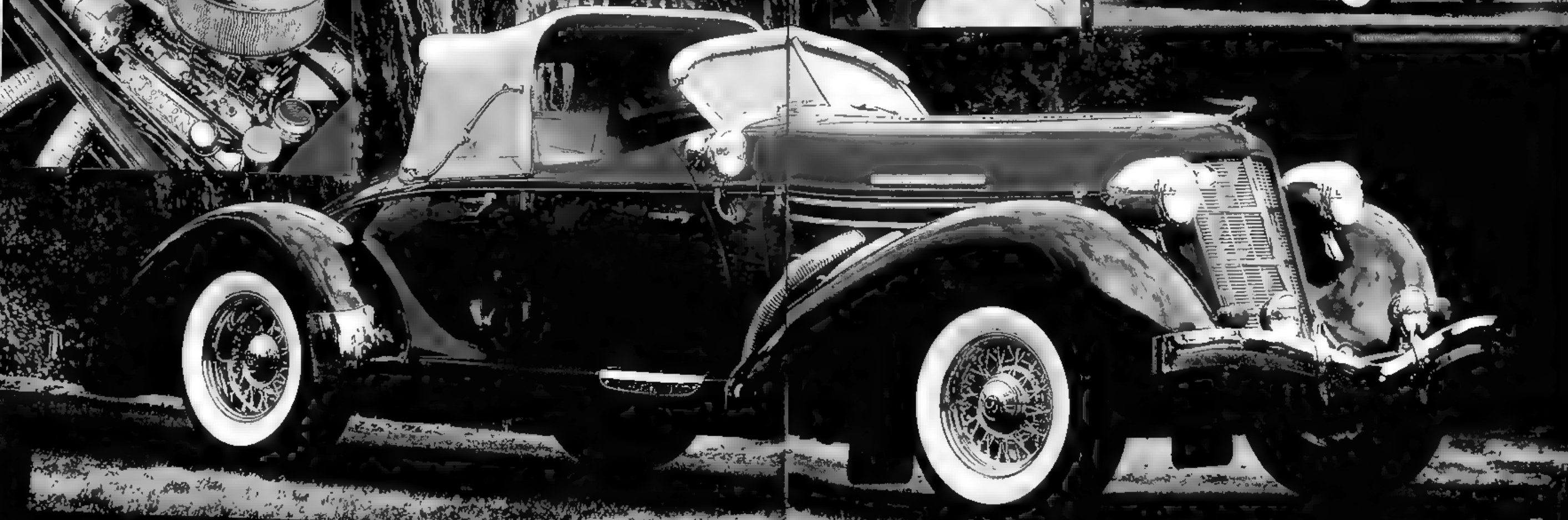
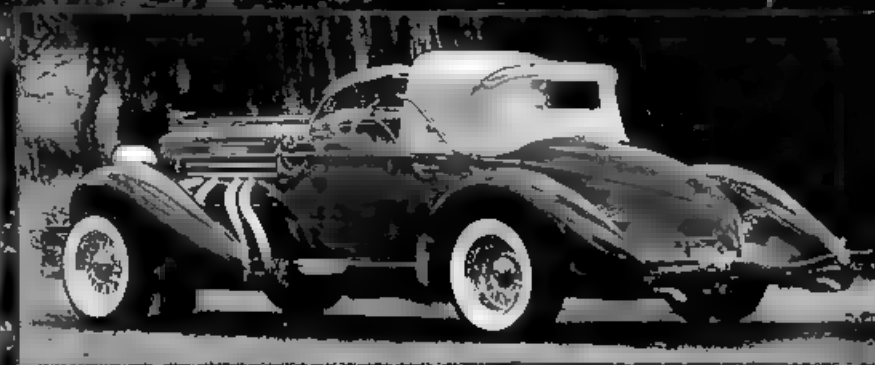
The engine for this Strasser was manufactured from a Chevy 350 four-bolt V6 supercharged with a Weiland blower (this has historical precedent because superchargers were also used on the original singles). Topped by a four-barrel 1,600-cu.-in. Holley, the engine has an 8:1 compression ratio to handle the maximum of 65 pounds of boost. In this level, it runs the power plant, along with the 60-hp and 455 lb.-ft. of torque. Backing up the 350-V6 is a 700-Rex tranny.

Straine and his wife Renee have a married son, Michael, 26.

in the past year, attending events with the Auburn, Cord, Duesenberg Club. The members have welcomed them with open arms and have allowed the car to participate in shows and parades. Replicas are usually shunned by the owners of originals, but perhaps they made an exception in this case because Indy Exotic's Auburns have on occasion been mistaken for the authentic item even by expert judges. Strauss is just happy to have been invited to the show. **KO**

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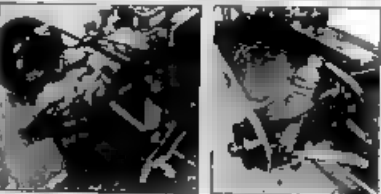
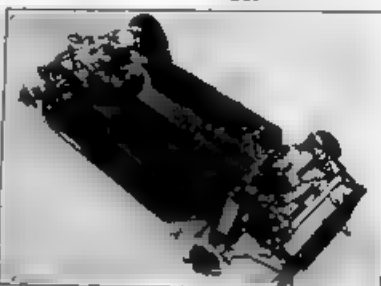
By Jim Youngs

WANTS VW PAN

I am a longtime subscriber to *Kit Car*. I'm interested in building a GP Spyder replica ("Easy Money," March '95). Do you know of anybody in my area who does the VW chassis work and can provide the Bug frame and shorten it to the proper specifications? I'd like to buy the frame rebuilt, with the engine and trans installed. I'd be most grateful for your recommendations on who does this work.

Jack Goehring
McLean, VA

We don't know of any shop in your area that could shorten a VW pan, but surely there are some dune buggy outfits some-



Metalcraft chassis

where nearby. Be careful, however, because the GP Spyder seems to require more shortening than normal. You should furnish exact instructions and dimensions from the kit manufacturer, since considerations such as overhang dimensions may come into play. Of course, the easy but perhaps expensive approach would be to purchase a chassis from the English car builder. We spoke with Kirk Duncan of Vintage Speedsters (310/402-4334), who would be more than happy to do the project for you and ship it to Virginia. He says \$2300 would give you a rolling chassis ready for the engine, transaxle and body. Depending on what you want for power, expect motors to run \$1500 to \$10,000 (see "How to Pick the Right Engine," November '95). An alternative to cutting a salvage pan would be to buy a custom chassis built to your car's specifications. Metalcraft Products (313/728-1277) builds sophisticated tubular frames to fit a wide variety of VW-based kit cars.

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The chassis are rigid and strong and designed for improved handling. The company offers frames or complete custom-chassis setups as well as engine/transaxle installations.

SAWDUST GETS IN YOUR EYES

I have always wanted to build a custom or hot rod or restore an old interesting car. I have owned some old interesting cars, but finances, family concerns and work requirements have always taken precedence. Now the kids are gone, the house is paid for and I would like to build/restore two types of vehicles after I retire in the near future. The first is a '30-'40s vintage woodie station wagon. The second is an antique '10-'20s vintage anything. Does anybody offer kits of the above two models?

James Hickey
Arlington, TX

While not exactly kits in the strictest sense of the term, there are plenty of components available in the street rod aftermarket that would make it possible to put together almost any vintage car. You may find what you're looking for in this issue's buyers' guide. Also, with companies such as Gibbon (featured in this issue), it's possible to work with everything from chassis to aftermarket products to put together a kit just the way you want it. We suggest you also scour the pages of our sister publications *Hot Rod* and *Rod & Custom* to find other available products. In that same vein you may also want to contact Hercules Motor Car Company (813/621-2220), which offers '29, '32 and '34 woodie street rods, and Doug Carr of The Wood N' Carr (310/498-8730), a company specializing in automotive woodworking including restoration and phantom woodie projects. Also, see the feature "Day of the Dolphin" in this issue. The Dolphin is not a replica, but it certainly has the old-time flavor with a beautiful redwood body.

FEROCIOUS FIERO

I'm getting an '88 Fiero and will be swapping in a Quad 4 from a post-'89 Grand Am to the Getrag five-speed. Are there any high-boost supercharger kits for the Quad 4 (especially ones that use a Whipple or Latham unit)? Is there any way to mount an electromagnet-style clutch pulley (such as on an A/C compressor) to such a supercharger? Also, is it possible to swap a GM four-wheel ABS disc-brake setup from a GM F/L/N-body

car onto the Fiero? And is there a way to add bigger pads, calipers and discs onto this ABS swap and keep the Fiero's E-brake functioning like the Hennessey RS330 Camaro's in the March '95 issue of *Car Craft* ("The 350hp Prescription")? I know 16- or 17-inch wheels will have to go on this combo.

Ramon Duvernay
Fort Collins, CO

With some serious fabrication skills, almost anything is possible, but with tight budgets sometimes those things aren't practical. The '88 Fiero is certainly distinctive in the evolution of the car, but since so few were produced, the aftermarket has not been driven to churn out hop-up and suspension goodies for it.

Your Quad 4 swap idea is a good one, but we can't find any screw-type or Roots-type superchargers that would work with it. It may be possible to fabricate components to utilize a centrifugal-type supercharger, such as a Paxton or Vortex, but we haven't seen a commercially available product. Turbocharging may be your best bet if you want to up the power. Matt Cutter of American Custom Engineering (303/259-4156) offers a turbocharged Quad 4 engine swap. PISA (602/376-1550) offers an intercooled turbo kit for the 2.3-liter engine, which boosts the output from 180 to 325 hp. The kit utilizes an AirResearch oil- and water-cooled turbo and an air-to-air intercooler with an electric fan. You may also want to consider the GM (Buick, Olds or Pontiac) 3.8-liter, 12-valve multiport EFI V6 as a swap. In naturally aspirated trim, the engine churns out 170 hp, and the supercharged version is rated at 225 hp. PISA has conversion kits for both engines, including a retrofit on your wiring harness. However, PISA points out that the majority of supercharged versions require an automatic transmission (instead of bolting the supercharger onto the Fiero's manual transmission). This company also offers a Fiero V6 performance rebuild kit that turns the stock 2.8-liter into a 3.1-liter stroker motor and ups the horsepower from 140 to 170.

Although it could probably be done, installing the Camaro ABS into a Fiero with Baer Claw 13-inch cross-drilled rotors and PBR/Girlock racing calipers (as used on the Hennessey RS330) would be overkill and quite expensive. That 355hp Camaro upgrade (about \$8000 more than the cost of the stock Z28) doesn't really compare to a hot,

four-banger Fiero, unless it's a drag car you are after. In which case, you should install a small-block V8. PISA has Speedway Brakes' upgrade, which features new calipers, metallic pads and vented rotors for much better stopping power. Apparently, one problem with Fieros is the puny master cylinder. With the new kit, a more potent master cylinder is part of the project. We suppose you could have the rotors cross-drilled and cad-plated and the calipers Jet-Hot coated and polished for a tough look and some extra cooling.

Your question about the electromagnet-style clutch pulley is a moot point since those superchargers would not fit your application, but it's an interesting idea. It would seem that a clutch similar to those on A/C compressors would have to be quite large to get all that mass to start instantaneously on demand and would thus be prohibitively expensive. The old McCulloch centrifugal superchargers (predecessors of the Paxton) used a variable pulley activated by manifold pressure or vacuum. When just cruising the car down the road, the belt ran high in the pulley. When drivers mashed the throttle, the pulley opened up to allow the belt to ride in the bottom, thereby spinning the blower faster and creating more boost pressure.

TANGLED SPYDER WEB

Several years ago there were a few manufacturers of the Daytona Spyder kits that used '68-'82 Corvette frames and running gear. Now I see no advertisements for these products. Could you please forward the new addresses and phone numbers of any of these companies that are still in business? In particular, I am looking for Exotic Coachcraft, McBurnie Coachcraft, Pensare Automotive Manufacturing and any Canadian manufacturers of this kit. Perhaps you could also advise me where I can find any recent tests or comparisons of the different kits.

Harold Line
Moose Jaw, Saskatchewan

The Daytona Spyder was a very popular kit car design, with several manufacturers producing it over the years. This sleek roadster was further popularized by the TV show *Miami Vice*. The '68-'82 'Vette was a typical platform for the Spyders and made a sound, good-handling chassis for that timeless car. However, builders come and go, especially when Ferrari's lawyers help things along, and those companies you mentioned are not to be found. Ultra Designs (508/586-3112) and Rowley Corvette (508/948-7730) offer Spyder replicas built on Corvette chassis. At the Knott's Berry Farm show last spring we also spotted an in-the-works McBurnie Spyder

being reintroduced by Autospeed Motorcars (818/842-0028).



PETERSEN FAN

I have high respect for the Petersen group of automotive magazines and have for the past 40 years. For the past two years I have been building a Cobra replica. I believe in taking my time to do the best that I can to build an authentic replica without replicating the pitfalls of the past. After all, no matter how authentic a kit car is, it will never be an original. After you mate the body to the frame only three things remain: details, details, details.

I subscribe to eight other Petersen automotive magazines, so I don't need *Kit Car* to provide articles on how to build an engine or rebuild a transmission. That information is available in *Car Craft*, *Hot Rod* and *Chevy High Performance*. That's why I subscribe to them and others. What I need is an extensive article on at least three options for installing windshield wipers on a Cobra. I'd like similar, detailed articles showing options for steering columns, throttle linkage and emergency brakes.

Petersen's cornerstone, *Hot Rod*, was a success in the '50s and '60s because it was a how-to magazine. Go back into your archives and grab one of those thick 50-cent issues and see if that theme didn't dominate. Then provide your readers with something that is not available elsewhere.

Thomas Zalewski
Wausau, WI

Thanks for your kind comments about Petersen's automotive magazines and your thoughts on how to make *Kit Car* even better. You mentioned that we should provide something that is not available elsewhere, and we believe we do that in each and every issue. The realities of magazine publishing, however, and the vast number of different kits on the market, not to mention the variables from one Cobra kit to the next, preclude us from showing how every project goes together in great detail. That would require a big shop of full-time assemblers and photographers and an auto parts store next door. What we try to do in every article is fill it with as much information as possible to explain how these individual cars were built. The operative word here is individual, which is the hall-

mark of specialty cars in the first place. *Kit Car* is here to supply ideas, highlight trends, display new products and show what other people are doing. You may not need to know how to build an engine, but some other readers do.

Your request for info on windshield wiper systems for Cobras just serves to show that great minds think alike. We have an upcoming feature on installing a wiper system from Specialty Power Windows (800/634-9801). This system is an updated, remote-motor, cable-drive system similar to that used on English sports cars of the '50s and '60s. In the interim, take a look at some of the numerous tech tips included in other Cobra buildup features we've done. As for steering columns, see "I Did It" (January '94). We'll try to tackle the other subjects as the opportunities arise.

SPICY MEATBALL

I am interested in purchasing a Fiero-based Lamborghini or Ferrari kit. I want it to be as close to the real thing as possible. What are the best-size tires to use, both front and rear? Also what is the best way to make your Fiero sound like an authentic Italian exotic?


Randy Wallace
Ft. Leavenworth, KS

A replica is still just a replica, so getting one as close to the original as possible starting with a Pontiac Fiero is similar to building a fake Rolex watch that's powered by a battery—someone will know. Seriously, though, there are plenty of Fiero-based exotics that do a really good job of fooling everyone into thinking, "That's Italian." Doing the job properly also requires an extensive redo of the interior, which is typically the giveaway in any such replica project (note the reworked cockpit of the Exotic Illusions Countach replica featured in "Getting the Lowdown" in this issue). Tires and wheels will depend greatly on the car being built and its wheelwell dimensions. Making a Fiero sound like an Italian exotic depends on the engine you use. For a throatier exhaust note, some Fiero owners remove their mufflers and install resonator exhaust tips, but we've yet to hear a stock-engine Fiero pass by that makes the hair on the backs of our necks stand up. We also doubt that it's possible to wedge a V12 into the engine bay of a little Pontiac and find a clutch that would work. On the other hand, check out the V8 swap article in this issue.

Having a technical problem assembling your kit? Send your questions to *Kit Tech*, *Kit Car*, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. (No phone calls please. We're sorry, but we are unable to respond directly to inquiries.)

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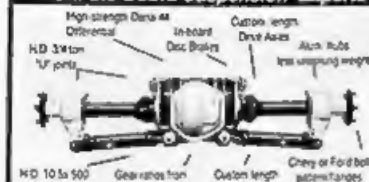
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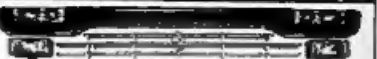
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SHOW-OFF

ONE OF A KIND

Editor's note: Occasionally, we feature vehicles that really aren't kit cars in the strict sense of the term. Sometimes we like to draw attention to scratch-built vehicles—particularly when they are as nice as this one, which merits a little more detailed coverage than the usual cars in the Show-Off section. Don Shank, president of the Greater St. Louis Kit Car Club (618/344-5698), sent us a selection of photos of his custom-fabricated replica of a '33 Bugatti Type 55 Supersport Roadster. He started with a '72 Pinto and a wrecked '77 Mustang for parts, and then he bought some box steel for the chassis, sheets of marine plywood, lumber, sheet aluminum and lots of fiberglass and epoxy. This is the car that emerged from a cloud of dust about seven years later. It looks as good as any professionally manufactured kit car we've seen, and in some ways it's even better. Especially in that Don did the whole thing himself.



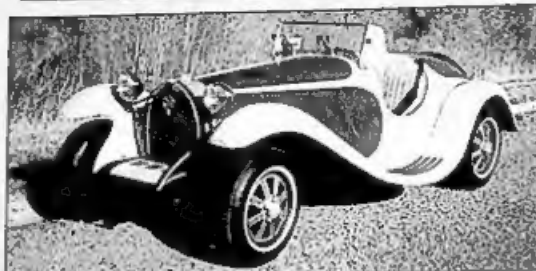
Don welded up the framersails out of 2x4-inch box-steel tubing and hung a front suspension that came from a '72 Pinto with rack-and-pinion steering and a VW U-joint.



The live axle rear end hangs from 2x2-inch box-steel tubing and is suspended by 27-inch leaf springs.



The sides of the cockpit are 1/2-inch plywood, kerf-cut for bending.



Wire mesh tacked over the plywood forms and foam construction served as a foundation for applying layers of fiberglass. The pipe sticking out of the back end is for the spare-tire mount. Several layers of fiberglass later, Don applied a coat of Sikkens primer.



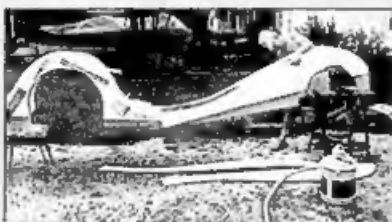
Don scribed the fender patterns on Styrofoam and then cut them out with a key-hole saw.



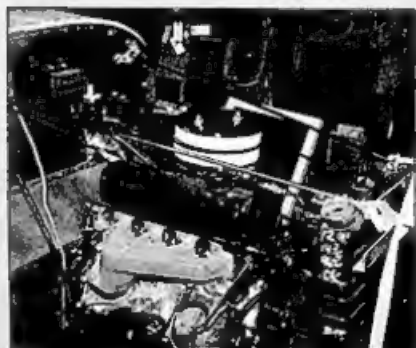
A piece of plywood served as the reinforcing keel or stringer in the mold plug for the fiberglass fenders. Don clamped and glued foam to form the fender shapes.



Don made most of the body panels in male molds. The only female mold was for the radiator shell, which has steel mounting brackets 'glassed in'.



Don added foam for the front section, which at this point was almost ready for carving and sanding. A coat of acrylic latex made the Styrofoam hard before Don applied fiberglass. He used Pam cooking spray as a mold releasing agent.



A Chevrolet radiator keeps the 2000cc engine running cool.

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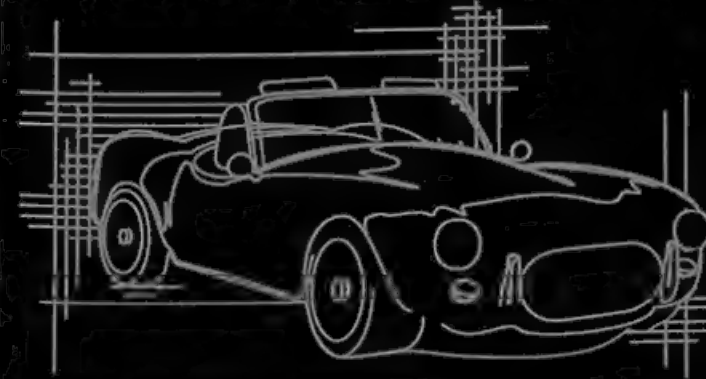


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